

1000s OF CARS TO BUY FROM £500

WEDNESDAY 29 January 2020 No 1524 £2.80

CLASSIC CAR WEEKLY

BUYING ■ SELLING ■ NEWS

TRIUMPH
HERALD 1200



1966, 65,005 miles, £1,500, or best offer. Engine runs and drives lovely mechanically, sound brakes work completely.

MORRIS
MINOR 1000



1956, 20,000 miles, £4,000, Rolling restoration, tax exempt. MoT December 2020, vehicle driven regularly.

AUSTIN
MAESTRO



1987, £750, Manual, 1.3 City X, good condition all round, 6 months MoT, owned for 5 years, selling as no need for it anymore.

THE UK'S LATEST CLASSIFIED ADS DB7, MGB & MORE TESTED

ICONIC CAR SITE UNDER THREAT

Planners of Brighton's new emission zone refuse to rule out Madeira Drive – home to classic runs for more than a century

Organisers of car runs using Brighton's seafront have said that it would be 'a disaster' if the resort's historic Madeira Drive were included in new plans to bring in a ban on

more polluting vehicles. Brighton & Hove City Council has refused to rule out the possibility of exempting historic vehicles from its proposals, which are aimed at cleaning up the area's air quality.

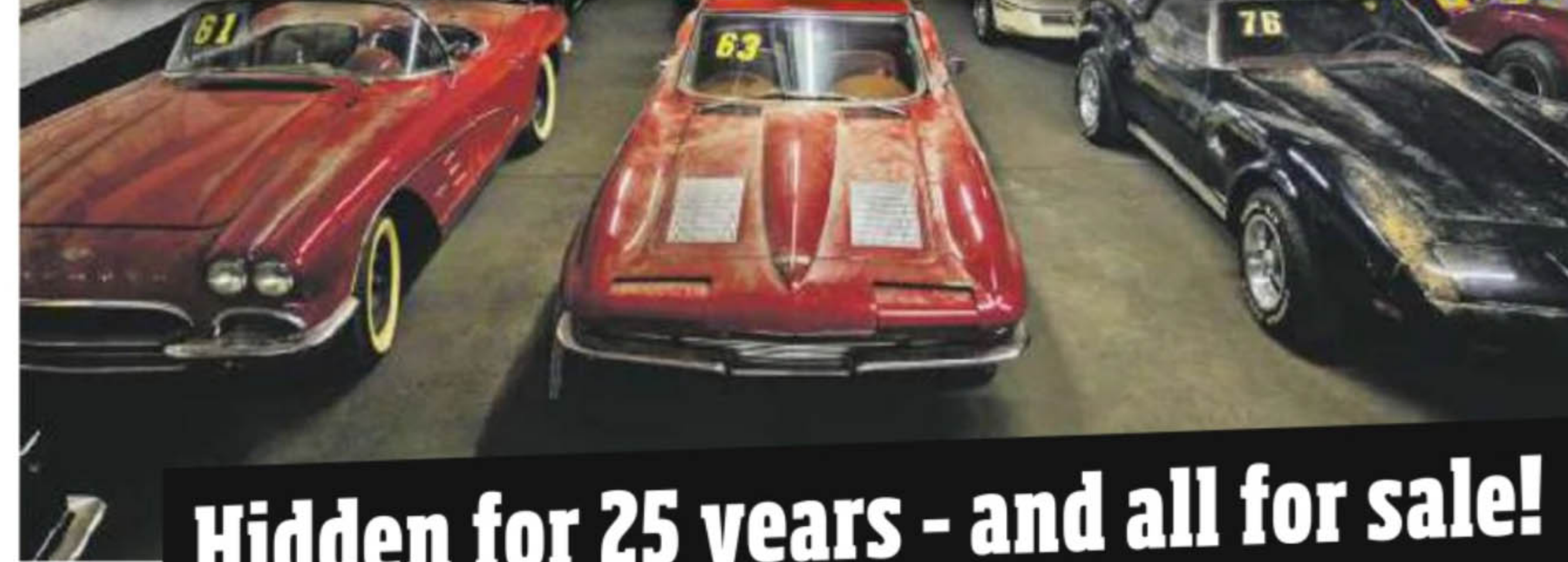
The local authority has said that it has voted to implement a feasibility study, and would carry out a future consultation.

► **WHAT IT MEANS FOR CLASSIC OWNERS, PAGE 3**



PLUS 'WE SAW IT IN CCW!' AUDI SAVES RARE DKW, P2

36 Corvettes unearthed!



Hidden for 25 years - and all for sale!

1950s British classics to save now



PLUS Nick Larkin drives Wolseley's 4/44

30 YEARS OF THE BIGGEST NEWS AND THE BEST DEALS

CLASSIC CAR WEEKLY

BUYING ■ SELLING ■ NEWS



STAG ON YOUR DRIVE FOR £10k

HOW TO AVOID THE PITFALLS

How to snap up a smart Series III



Why it's the best value Landie

Jan
29
2020

THIS WEEK

Right now in the classic car world



SCOTLAND IN AN MG: WHY IT MATTERS

There are few drives more exhilarating than threading an MG TD through some of Scotland's twistiest roads – which is why I commend the

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More Scots are needed for the Classic Car Loan Project, organisers say.



CLUBS

SHOUT-OUT FOR SCOTS LOANS

Organisers urge more Caledonian classic owners to get involved

The Classic Car Loan Project, which introduces young car fans to historic vehicles, is now in its fourth year – and needs more classics from Scotland.

The scheme currently has a total of 18 cars on its books, from a Ford Model A to an Austin Maestro.

Many of the cars will pass to their new custodians during a presentation on 11 April – and some are still up grabs.

Project manager, Bob Wilkinson, said: 'We have had some great custodians for the cars, so much so that every car registered for the scheme is remaining with us, and we have some great new additions.'

These include a 1933 Morgan 3-Wheeler Sports with Matchless engine alongside the JAP-engined example already in the scheme and a 1954 Alvis TC21-100 Grey Lady, plus a Ford Model A saloon from Peter Garrett, whose 1929 Phaeton variant was the original car in the scheme.

Scottish enthusiasts now have the chance to run a 1952 MG TD for a year, owned by collector Jack, whose 1949 Alvis TA14 was handed over to custodian Josh Bennett at the Lancaster Insurance Classic Motor Show at the NEC last November.

Jack is now offering the MG in a scheme involving supervising engineer

Peter Milne and the North East Scotland College in Aberdeen, where students have been carrying out the rebuild; The MG Octagon Club has supplied marque expertise and parts at cost.

Bob Wilkinson added: 'We've had a lot of interest in the project from Scotland but some people there have felt some of the cars on offer are a long way away.'

'We hope more Scottish car owners and enthusiasts will get involved.'

Nick Larkin

classiccarrloanproject.co.uk



MGTD is fresh from a rebuild in Aberdeen – and ready for a young Scottish enthusiast to run for a year.

SCENE

Shock reprieve for Birmingham Wheels

The historic Birmingham Wheels Park and Raceway will not close on 31 January, as was originally feared.

Birmingham City Council was to close the venue, which opened in 1979, because its tenants and licensees were in rent arrears – but said that it would listen to short-term strategies to honour race programmes and classes in progress.

Located in the Saltley area of the city, Birmingham Wheels oval and MSA-licensed kart track hosts a variety of grass roots motorsport competitions, including stock cars, Ministox, hot rods and banger racing. Nigel Mansell famously used its karting track early in his career.

A Birmingham City Council spokesperson said: 'The council said that it would work with licensees of the Birmingham Wheels site to explore potential opportunities for activities to continue on alternative sites or on the Wheels site in the short-term, if a suitable agreement could be reached. 'As such, officers have met with the licensees' representative and are continuing discussions.'

'However, given that these talks are ongoing, it would be inappropriate to comment further at this stage.'

birminghamwheelspark.org



AUCTIONS

DKW set to 'go home'

A 713-mile one-owner Auto Union DKW F11 has joined Audi UK's growing heritage collection after digital PR manager and Cherished Fleet manager, Alex Fisk, spotted it in a CCW news story. Audi bought the car from Anglia Car Auction (ACA)'s 25 January classic car sale for £5936, near the top of its £6k estimate.

Alex said that Audi UK has examples of Auto Union, Wanderer and NSU models in its fleet, but no DKWs – until now: 'We

had no DKWs on fleet, and we're looking for a Horch.'

Audi's Cherished Fleet began in 1985 when it acquired a Sport quattro, and has since expanded to nearly 50 vehicles to be used at large shows and by the media. Alex said: 'We're interested in any car that represents a pivotal point in our history.'

The DKW, stored since 1983, will get a full respray and receive attention to its brakes before being added to the fleet.

Alex said: 'We have the contacts to get it up and running.'

ACA manager, Rob George, said that a stabilising market gave manufacturers confidence to invest in heritage fleets: 'It's not unusual for manufacturers to buy from us. There was a wobble [in the market] late last year but people have got over it.'

audi.co.uk

angliacarauctions.co.uk

As seen in CCW: £5936 bought a 713-mile 1966 DKW F11 that will form part of Audi UK's growing Cherished Fleet.

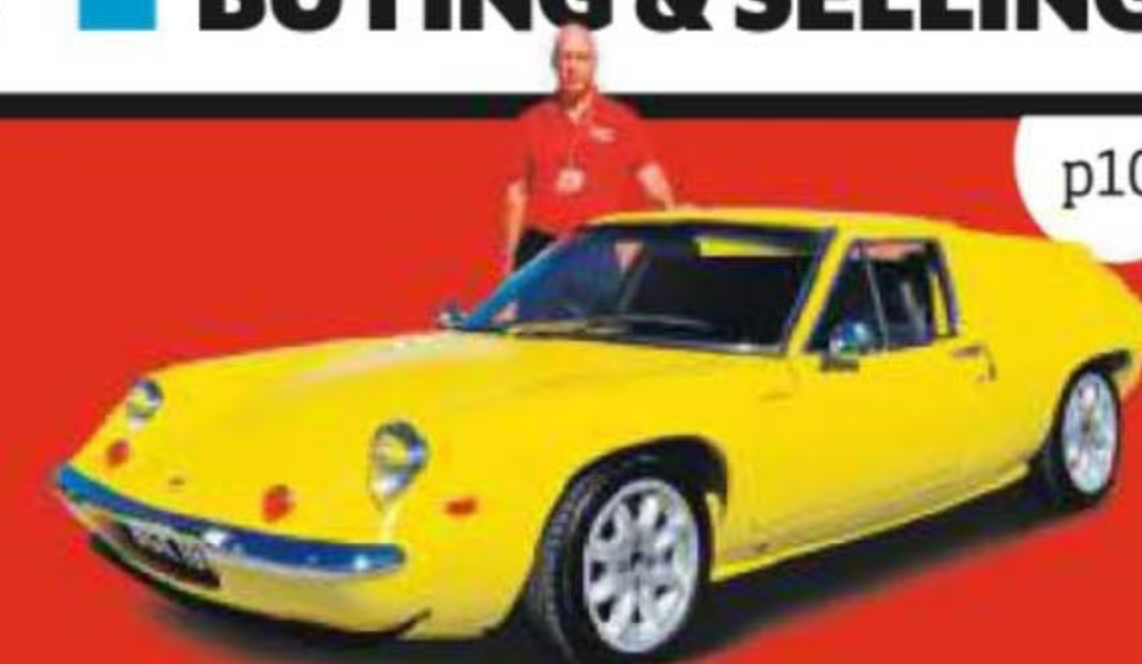
Classic Car Loan Project for making this its opening gambit in its efforts to get more people hooked on classics north of the border (full story, below). Getting newcomers behind the wheel of classics is key to

getting more people to be as passionate about old cars as we are, so this is something I hope all clubs can lend their backing to as this bold scheme expands.

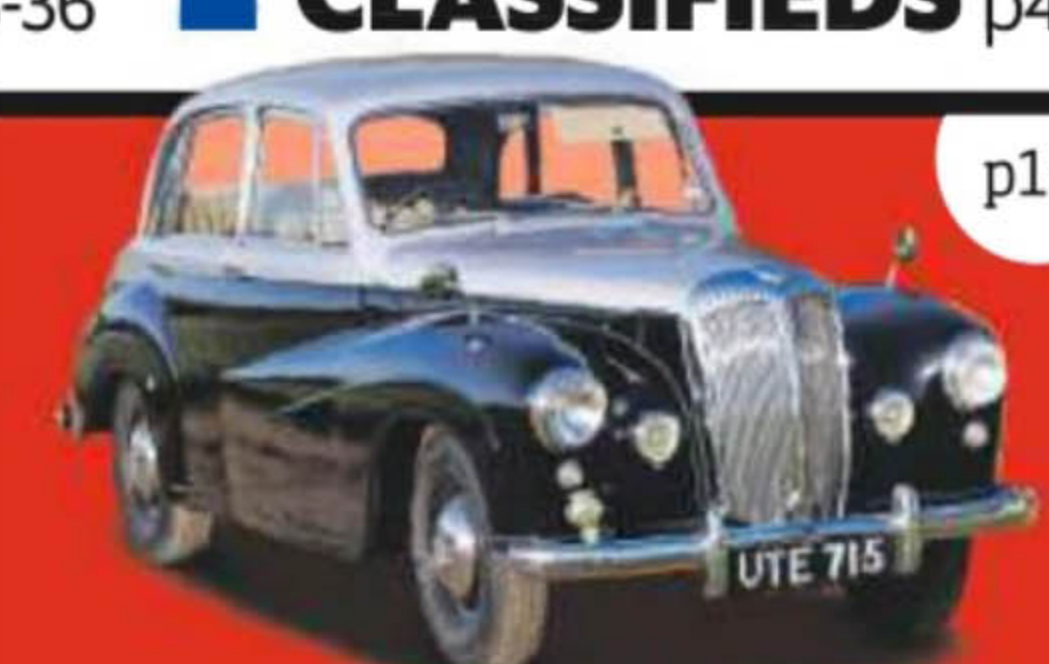
DAVID SIMISTER EDITOR



Myth Buster: The V8 engine was born in the USA... wasn't it?



Value My Classic: How much to insure this modified Lotus?



Why this Daimler is one of Nick Larkin's favourite '50s classics



LEGISLATION

'NO EXEMPTIONS FOR BRIGHTON'S CLASSICS'

Veteran Run and other event organisers want their say in feasibility study

Brighton & Hove City Council has refused to rule out the possibility of exempting historic vehicles from proposed city centre emissions bans – threatening the likes of the Veteran Car Run and Brighton Speed Trials – though there are apparently no plans to cancel any events at Madeira Drive in the near future.

Event organisers told CCW that they wanted more details from the council about charging zones, emissions standards and any exemptions, if and when they were negotiated. Access to Madeira Drive

'It would be a disaster if, say, Madeira Drive was closed off'

LEN WOOLER, B&H MOTOR CLUB

seafront is crucial for the various high-profile classic car events that take place in Brighton every year.

Councillors voted to commission a feasibility study for the plan at a meeting of the transport, environment and sustainability committee on 21 January. Members heard that up to 54 people a year living in central Brighton die prematurely due to air pollution.

Brighton & Hove City Council press officer, Ruth Allsop, said: 'The decision was taken to carry out the feasibility study – and there will be consultation with interested parties. So far, there have been no exemptions for older cars.'

The London to Brighton Veteran Car Run, the longest running motoring event, first took place in 1896. It terminates at Madeira Drive – also used by the Brighton Speed Trials, taking place this year on Saturday 5 September. The trials have been running since 1905, making them the world's oldest motor sport event.

Brighton and Hove Motor Club Chairman, Len Wooller, said: 'This event brings a lot of money into the Brighton area and we have always worked closely with the council. We hope that this will continue.'

He added: 'At the moment we don't know where the exclusion zone would be. We park out trailers at Black Rock away from the main event and cars avoid the city centre – but it would be a disaster if, say, Madeira Drive was closed off.'

Martin Brown of the Royal Automobile Club – which runs the

London to Brighton Veteran Car Run – said: 'We will be monitoring the situation closely and see what happens.'

The Federation of British Historic Vehicle Clubs (FBHVC) continues to monitor the situation and will tackle emissions zones on a case by case basis; All-Party Parliamentary Historic Vehicle Group chair, Sir Greg Knight MP, has also pledged representation in government once the details of feasibility studies like Brighton's are known.

Nick Larkin

'IT'S NOT A GOOD PRECEDENT'

'If approved, Brighton's city centre car ban could blow a hole in the plans of thousands of classic car enthusiasts who head to the coast as a matter of pilgrimage. Some seriously high profile and significant events are at stake here; I hope Brighton & Hove see sense, engage with the stakeholders and make the appropriate

exemptions. It's not a good precedent to set – as with London, an avowed anti-old car stance will give other councils capital to target historic vehicles on spurious environmental grounds.'

JON BURGESS
NEWS EDITOR



IN BRIEF



Profumo scandal Mini – yours for £20.5k.

Keeler's Mini up for sale

The 1961 Austin Seven (Mini) Deluxe owned by Christine Keeler during the Profumo scandal is for sale. Its present owner, James Morrison, had no idea of the car's history when he bought it for spares for his Mini Cooper in 1989. James is looking for offers around £20,500 for the car, which was restored in 2018.

1965Racrally@gmail.com

Audi's 40th at LCCS

Five Audi quattros are to take pride of place at the London Classic Car Show in Olympia on 20-23 February. Sourced directly from Audi UK's heritage fleet, a left-hand drive, UK-market 1981 10V, a 1990 20V and a 1991 20V will be joined by a rally-spec S1 E2 and a Sport quattro homologation special, both of which date from 1985.

thelondonclassiccarshow.co.uk

QUOTE OF THE WEEK



I don't want to see it restored - it'd look like any other Fastback Mustang'

SEAN KIERNAN, WHO HAS JUST SOLD THE FORD MUSTANG FEATURED IN BULLITT FOR A RECORD SUM. FULL INTERVIEW, P6

Joy Rainey 1942-2020

Shelsley Walsh outright ladies hill climb record champion-holder of 22 years, Joy Rainey, recently passed away at the age of 78. She inherited her love of speed from her father, triple national Australian Formula 3 hill climb champion, Murray. Known for her motorsport exploits in a Jaguar E-type, Alfa 6C and McLaren 570, Joy was also the first woman to cross central Australia in a single-cylinder vehicle. shelsleywalsh.com



Historics' Empress II, thought to be the last built, needs a lot of work, but a mint, low-mileage LHD Empress sold for \$128k (£97,650) last year.

AUCTIONS

HOOPER HAUL TO BE HAMMERED AWAY

Historics poised to sell controversial coachbuilt pair at no reserve

Historics' is to offer two Hooper-bodied cars to Rolls-Royce and Bentley collectors. Neither car – a 1947 Rolls-Royce Silver Wraith and a 142-mile 1991 Turbo R – is a runner. The Rolls-Royce is the most outlandish, rebodied to the divisive specifications of oil

millionaire heir, Nubar Gulbenkian. This is the first time that the car has come to market in more than 20 years. Historics' Stewart Banks, who consigned the car for its 7 March sale, said: 'It's as good as you'd want the paperwork to be. 'A lot of the work has been done and the body is good. The main

area of expenditure will be on the trim, because while the seats are there, the woodwork and the division need tidying, but the Sedan roof still works.'

Daniel Moore of Rolls and Bentley specialist, Daniel Moore and Co., said: 'Getting it running wouldn't be a problem; the coachwork would be the issue. There aren't many Silver Wraith enthusiasts out there – depending on who was in the room, it would either make about what an average condition Silver Wraith would – around £50,000-60,000 – or could fly well past that given how unique it is.'

The Bentley Hooper Empress II is another rare beast. Accounts of how many were built differ, but a revived Hooper & Co. are said to have commissioned five or six in 1988.

Based on the floorpan of the Turbo R and Turbo RL, the Empress II was part of a four-car

range that otherwise comprised a limousine, a two-door Silver Spirit and a two-door Turbo R.

Historics' all-aluminium car is thought to be the last Hooper built before it ran into financial difficulties. Unregistered and unfinished, it was removed from Hooper premises as presented in 1991, but not before clocking up 142 miles. Many panels and trim pieces come with the car, but a lot of finishing will be required.

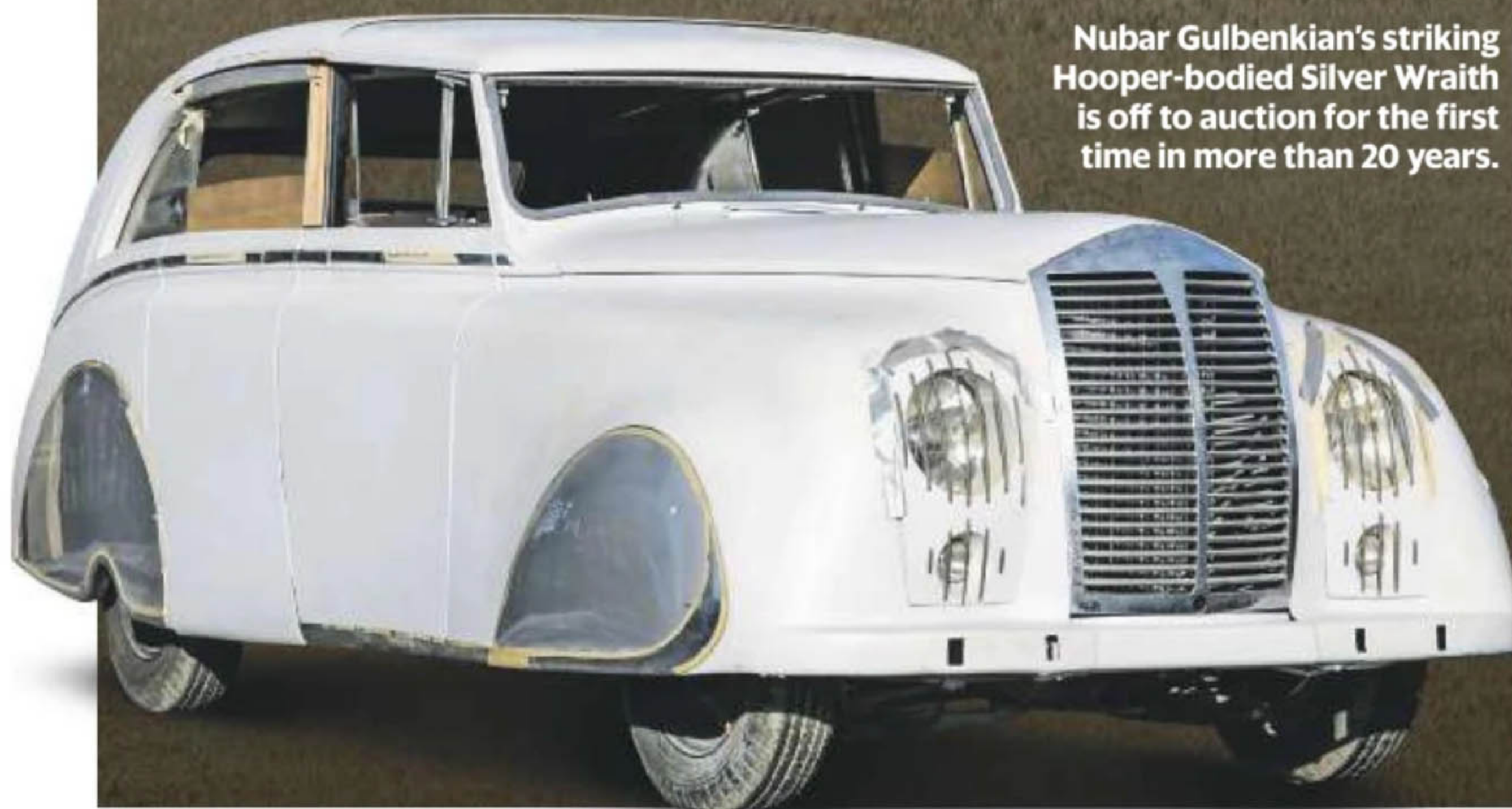
Daniel Moore said: 'Of the four cars offered by Hooper, the two-door Turbo R is way more desirable; whereas they might make £40,000-50,000 more than a standard-bodied Turbo R, an Empress II is probably at about what a standard-bodied car would make in similar condition.'

It's for a Rolls enthusiast rather than a collector.'

Richard Barnett

historics.co.uk

rollsroyceandbentleyspecialist.co.uk



Nubar Gulbenkian's striking Hooper-bodied Silver Wraith is off to auction for the first time in more than 20 years.

MUSEUMS



Jacky Ickx at Spa-Francorchamps in 1968.

Beaulieu's image archive goes online

The National Motor Museum's Motoring Picture Library (MPL) is now available to view online, affording access to more than a million historic images.

The photos date back to the 1880s and include motor sport, street photos and sales brochures.



Ayrton Senna at the 1989 British Grand Prix.

National Motor Museum Picture Library Manager, Jon Day, told *Classic Car Weekly*: 'The aim is to offer a fast, efficient service to car clubs, motoring enthusiasts and advertising agencies.'

motoringpicturelibrary.com

MYTH BUSTER

Debunking the most common old wives' tales



UNCONVENTIONAL ENGINES

1 HYBRIDS ARE A MODERN CONCEPT...

The rush to save the planet has seen the rise of the hybrid, combining a petrol unit with electric motors and batteries. But it's not a new idea – Ferdinand Porsche came up with the first hybrid in 1898. His Lohner Electric Chaise had a petrol unit connected to a generator to charge batteries that, in turn, powered the four electric motors, one for each wheel. So that made it the first all-wheel-drive car, too.

2 ...AND SO ARE 'W' ENGINES

W-configuration engines have become a bit of a thing in recent years, mainly thanks to the Germans. They can be found in Bentleys, Volkswagens, Audis and the Bugatti Veyron/Chiron. However, it was Austria, that pioneered the format, back in 1921. The splendidly-named (and shaped) Rumpler Tropfenwagen (shown top) had a Siemens and Halske-built 2.6-litre overhead valve W6 unit. It developed just 36bhp, but could still manage an impressive 70mph, thanks to its aerodynamic shape. Around 100 examples were built.

3 THE V8 IS AN AMERICAN INVENTION

And so, inevitably, we move to that mainstay of American cars for so many decades – the V8 engine. However, it wasn't the USA that came up with it. Frenchman Léon Levassieur patented the angled engine idea in 1902, but it was dear ol' Blighty and that most British of car manufacturers, Rolls-Royce, that first put a V8 in a car. Its 1905 V-8 had a 3535cc unit and a (governed) top speed of just 20mph, though admittedly, only three were built. Cadillac wouldn't get around to mass production of V8s for another decade.

Richard Gunn



Porsche's Lohner was the first hybrid – and all-wheel-drive, too.



The Speedshop

Anytime, BBC iPlayer

The *Speedshop* follows motorcycle builder and former military bike riding teacher, Titch Cormack, as he buys and fixes bikes and cars.

In this episode, Titch fixes his first car – a 1965 Hillman Super Minx Estate. He picks up the rough, but roadworthy family hauler and sets

about turning it into a surf wagon. He performs an engine refresh, a running gear recon, restores the interior and even adds a period roof rack and a longboard. He repaints it pea green, and auction fans will be pleased to see that he goes to SWVA to get a valuation. **Murray Scullion**

CLASSICS ON TV

Great cars to look out for on this week's telly



SCENE

Corvette collection to be raffled

One of America's finest classic sports cars could be yours for as little as \$3

A unique collection of Chevrolet Corvettes – one from each of the first 36 years of production – is being raffled for charity after lying hidden for a quarter of a century.

The cars, including one of just 400 examples from 1953, are currently being restored before the sweepstake ends

on 30 April. Cable television network, VH-1, originally offered the cars together in 1989.

The winner was wondering what to do with his windfall when renowned pop artist, Peter Max, offered to buy them all, with the intention of painting them in his own style.

That never happened and the cars spent 25 years in various New York garages before a consortium of two American families bought them.

Several of the cars are currently being recommissioned at Dream Car Restorations in New York. The cars, said to be worth more than \$2m, are offered

individually. A second draw will be held to determine which winner gets which vehicle.

Proceeds will go to help military veterans via the National Guard Educational Foundation.

Nick Larkin
■ thelostcorvettesgiveaway.com

IN BRIEF

No more trading up... for now!

Wheeler Dealers: Dream Cars presenter, Mike Brewer, took to Twitter on 22 January to ask fans of the new series to stop sending him requests to appear on the show. A second series of the spin-off has yet to be confirmed, though with the success of the first season he is hopeful that there will be another. Mike promised a formal online application would be made public as and when this happens.

■ discoveryuk.com



Beaulieu's forgotten favourites

This year's Beaulieu International Autojumble will feature a new display featuring once-common, but now rare, classic of the '60-'80s when it returns on 5-6 September. Entries are now open for the limited places in the display, set to feature family favourites such as the Austin Maxi, VW Polo and Renault 16. Successful applicants will also receive a free three-day access pass to the event.

■ beaulieu.co.uk/events

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SCENE

'I WAS KILLING MYSELF TO KEEP IT IN GREAT SHAPE'

Bullitt Mustang custodian Sean Kiernan on selling a family heirloom

Sean Kiernan, who inherited the 'hero' Ford Mustang GT390 Fastback that Steve McQueen drove in the cult film, *Bullitt*, has told CCW that he plans to get another Mustang GT390 Fastback and restore it after the film car set a world record price of \$3.74million (£2.86m) for the model at Mecum's Kissimmee sale on January 10.

Caring and maintaining the *Bullitt* Mustang had become a full-time occupation, one that Sean, a new father, wanted to leave behind after two years of taking the car all over the world.

He said: 'I realised that I wasn't going home and was killing myself just to keep the car in great shape.'

The car came out of hiding in 2018 for *Bullitt*'s 50th anniversary

but the rumour mill as to the car's whereabouts, according to Sean, had existed as long as the Internet. He said: 'Before that, it was my parents' only car for six years. Movie cars just didn't have that sort of draw.'

Sean inherited the car from his father, Robert, who bought the car in 1974. A mechanical restoration began in 2008, not long before Robert passed away. Sean remained tight-lipped as to whether or not to let the new owner, with whom he was put in contact, would get the infamous letter from Steve McQueen written to Robert, asking

to buy the car back for 'not too much monies'.

Sean said: 'I want to see it preserved. If it were restored it would look like any other Fastback.'

Adamant that the car should be kept as-is in a climate-controlled environment, Sean said that the car was repaired in late 1968 'with eight gallons of Bondo (filler) and a spray coat of lacquer for \$800'.

Its life on set wasn't exactly easy; it retains camera mounts and holes in the body drilled by *Bullitt*'s crew.

The *Bullitt* Fastback is the most expensive Mustang yet hammered

away at auction, outstripping the 1967 Shelby GT500 Super Snake that Mecum sold last year for \$2.2million (£1.67m), but isn't the most expensive Ford to cross the block. That honour stays with the ex-Ronnie Bucknum and Dick Hutcherson GT40 MkII, chassis P/1016, which was the third of three GT40s to finish 1-2-3 at the 1966 Le Mans 24 Hours. It managed \$9.795million (£7,411,288) at RM Sotheby's 2018 Monterey sale.

Jon Burgess

| mecum.com | historicvehicle.org

Exchange rate prices correct at time of writing



Sean Kiernan says that another Mustang is soon to take the place of the *Bullitt* Fastback in his garage. The second car used in the film has already been restored.

McQUEEN'S DREAMS HIS MOST EXPENSIVE CARS RANKED

1 1968 Ford Mustang GT390 Fastback 'Bullitt' \$3.74million (£2.86m), Mecum, January 2020.

2 1963 Ferrari 250 GT/Lusso Berlinetta (McQueen's personal car) \$2.31million (£1.76m), Christies, August 2007.

3 1970 Porsche 911S (appeared at the start of *Le Mans*) \$1.375million (£1.048m), RM Auctions, August 2011.



IN BRIEF



Range Rover remembered

Celebrations for the Range Rover's 50th anniversary will take centre stage at Land Rover Legends at Thruxton Circuit in Hampshire on 6-7 June. A group of 'star cars' will be discussed by engineers, designers and owners in the event's exhibition marquee and there will be a daily track parade. The 40th anniversary of the Stage 1 V8 Series III will also be celebrated.

| landroverlegends.com



Iacocca's Viper doubles estimate

The late Lee Iacocca's Dodge Viper sold for £218,408 (\$285,000) at Bonhams' 16 Jan auction in Scottsdale, Arizona. The then-Chrysler chairman pointed to the car at the Viper's 1992 press reveal, stating that he had grabbed the first car off of the line. He owned it until his death in July 2019.

| bonhams.com



New 1950s racing series launched

Equipe Classic Racing has launched a new racing series for 1950s production and sport racing cars. The first race will take place at Silverstone on 28 March. 'Equipe 50s' join Equipe's existing GTS and Pre-'63 grids. Cars must be to FIA appendix K specifications, but FIA papers are not necessary.

| equipeclassicroacing.com



10k-mile XK8 at SWVA auction

A 9879-mile Jaguar XK8 on the clock will be offered with a £12.5-13.5k estimate at South Western Vehicle Auctions' sale on 31 January. The 1998 model has been maintained by the same Jaguar dealer for its entire life. Markets Editor, Richard Barnett, said: 'There are plenty of good XK8s out there, but genuinely excellent low-mileage ones are rare.'

| swva.co.uk



AUCTIONS

One-owner 1962 Cooper for sale

Iconic Mini crosses the block with 300,000 miles on the clock

A 1962 Mini Cooper that has covered more than a quarter of a million miles with its original owner is to be offered for sale at Classic Car Auctions' 28-29 March sale at the NEC, Birmingham.

Originally produced as an Almond Green 997cc Cooper, the car's sole owner used the car extensively, replacing the engine with an 848cc unit and hand-painting the bodywork red and white.

The Mini is still in regular use, but the well-worn bodywork is in need of



The original 998cc engine hasn't survived, having been replaced with an 848cc unit.

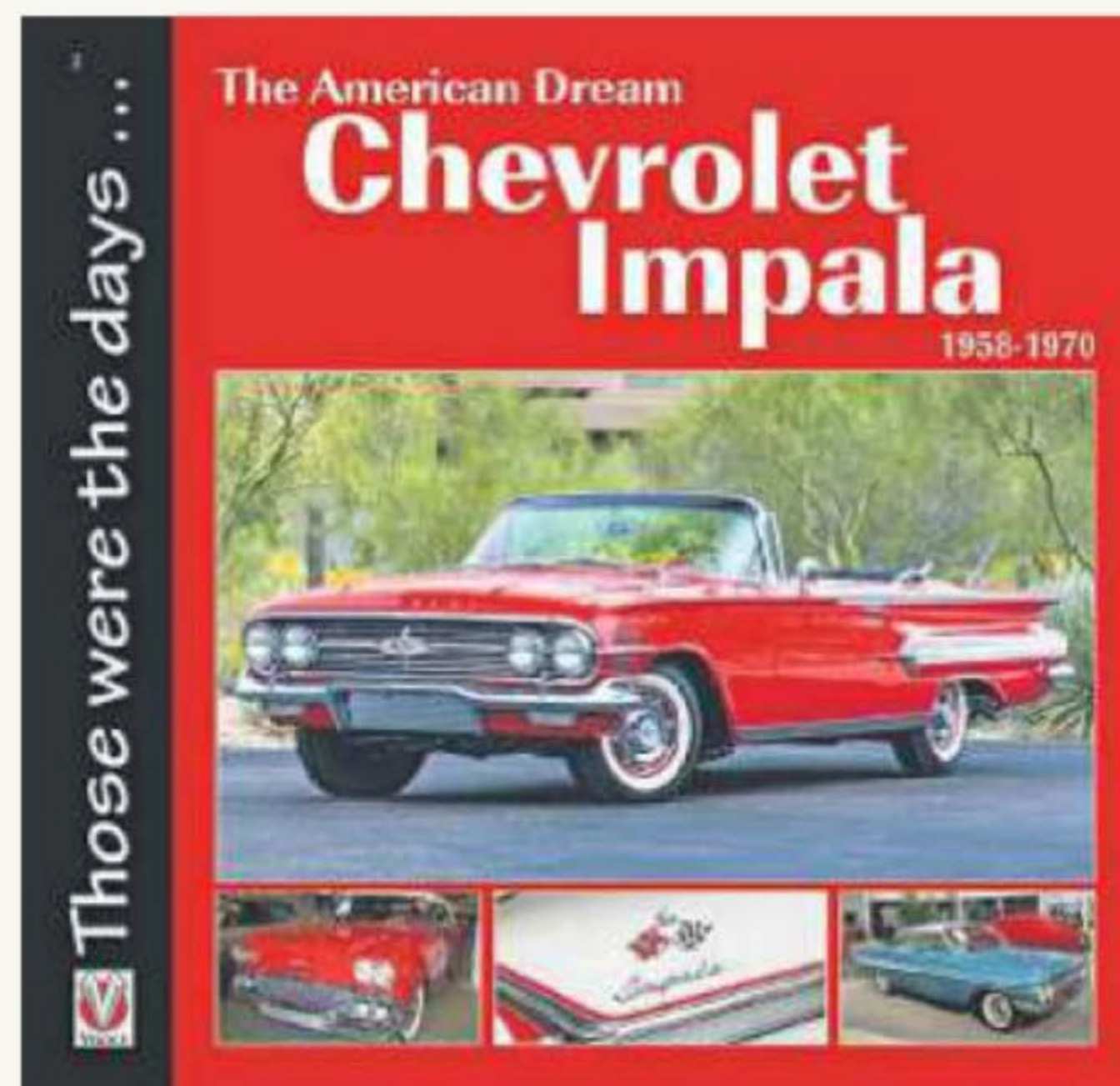
restoration. It is estimated to fetch £12,000-15,000.

British Mini Club chairman, Dave Hollis, said: 'We do have one member who has owned his 1959 car from new, but obviously it's getting very rare now. People want everything matching in a project like this, though, including the engine – those cars are worth a fortune. You can never quite tell at auction, though.'

■ classiccarauctions.co.uk
■ britishminiclub.co.uk

PRODUCTS New stuff you'll love

The American Dream: Chevrolet Impala 1958-1970 **£15.99**



The Chevrolet Impala was one of the most flamboyant of all American automobiles. This book charts their transformation into more toned-down and conservative machines, doing so more with period and modern imagery than in-depth words. While not detailed, there's a decent enough summary of Impala changes over the 12 years covered by this book, but the main reason to buy is for the quality and quantity of the pictures, especially the historic ones. **Richard Gunn**

■ **Publisher:** Veloce
■ **ISBN:** 978-1-78711-310-7
■ **Author:** Norm Mort
■ veloce.co.uk



Electronic distributor for Kent engines **£24**

Burton Power has released a fast road electronic distributor for all Ford Kent-derived engines, including the pre- and post-Crossflow, Lotus Twin Cam and Cosworth BDA. Dispensing with traditional points, the electronic distributor should provide a more reliable spark, with this fast-road version featuring an advance curve suited to sporting use. The kits are supplied with a side-entry cap and a constant energy coil.

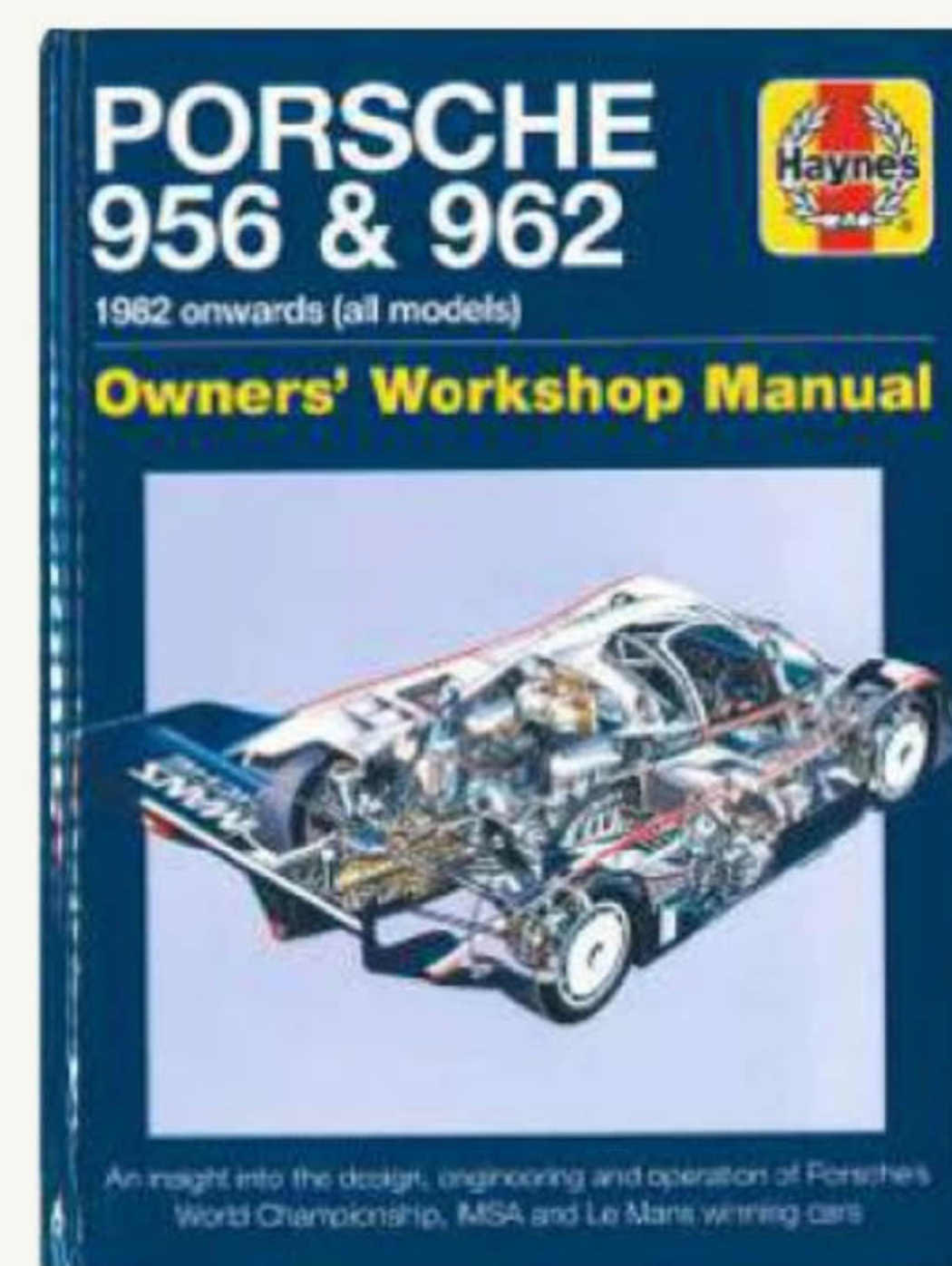
Charlie Calderwood

■ burtonpower.com

Porsche 956 & 962 **£25**

Why Haynes feels the need to wrap a fantastic history of two of the world's most successful race cars in an *Owners' Workshop Manual* cover is beyond us. Beyond the confusing title (this isn't a workshop manual, if you hadn't guessed), lies a readable and very well illustrated book, however. The two cars' development, competition histories and technical specifications are gone over in 172 pages, all in an entertaining way, with top class photography. **Charlie Calderwood**

■ **Publisher:** Haynes
■ **ISBN:** 978-0-85733-796-2
■ **Author:** Nick Garton
■ haynes.com



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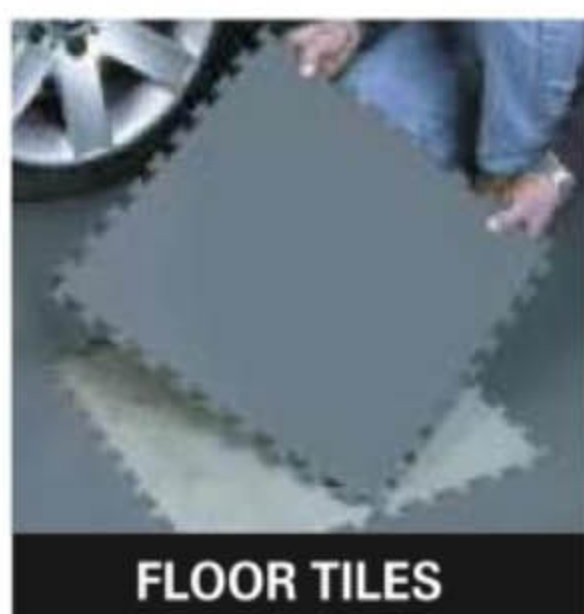
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HOW CARS WORK

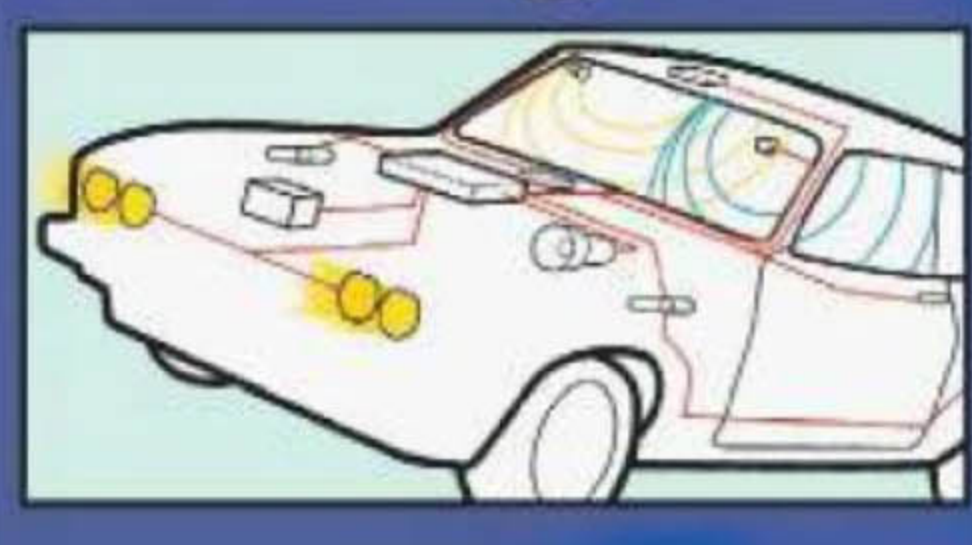
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Find out how the key components of your favourite classic cars work in this new special issue magazine, with Fuzz Townshend explaining the evolution of everything from four-stroke engines to overdrive systems. It's packed with Fuzz's easy-to-understand explanations and clear diagrams and is the ideal companion for anyone wanting to understand the basics of how older cars work. It also includes Fuzz's guide to some of the most popular tools used during classic car repairs and some of his top tips for keeping your classic in tip-top condition over the winter months. Don't miss out on this 100-page special issue, from the makers of *Classic Car Weekly*.

FUZZ TOWNSHEND'S HOW CARS WORK

Fuzz Townshend explains how key classic components work

42 Plain English descriptions and diagrams



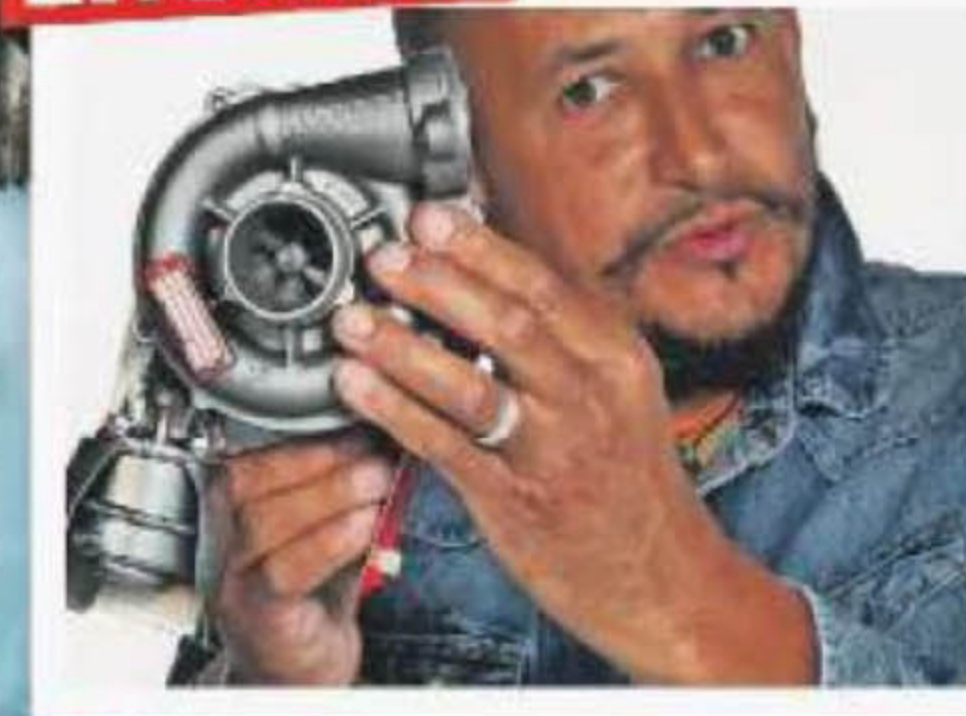
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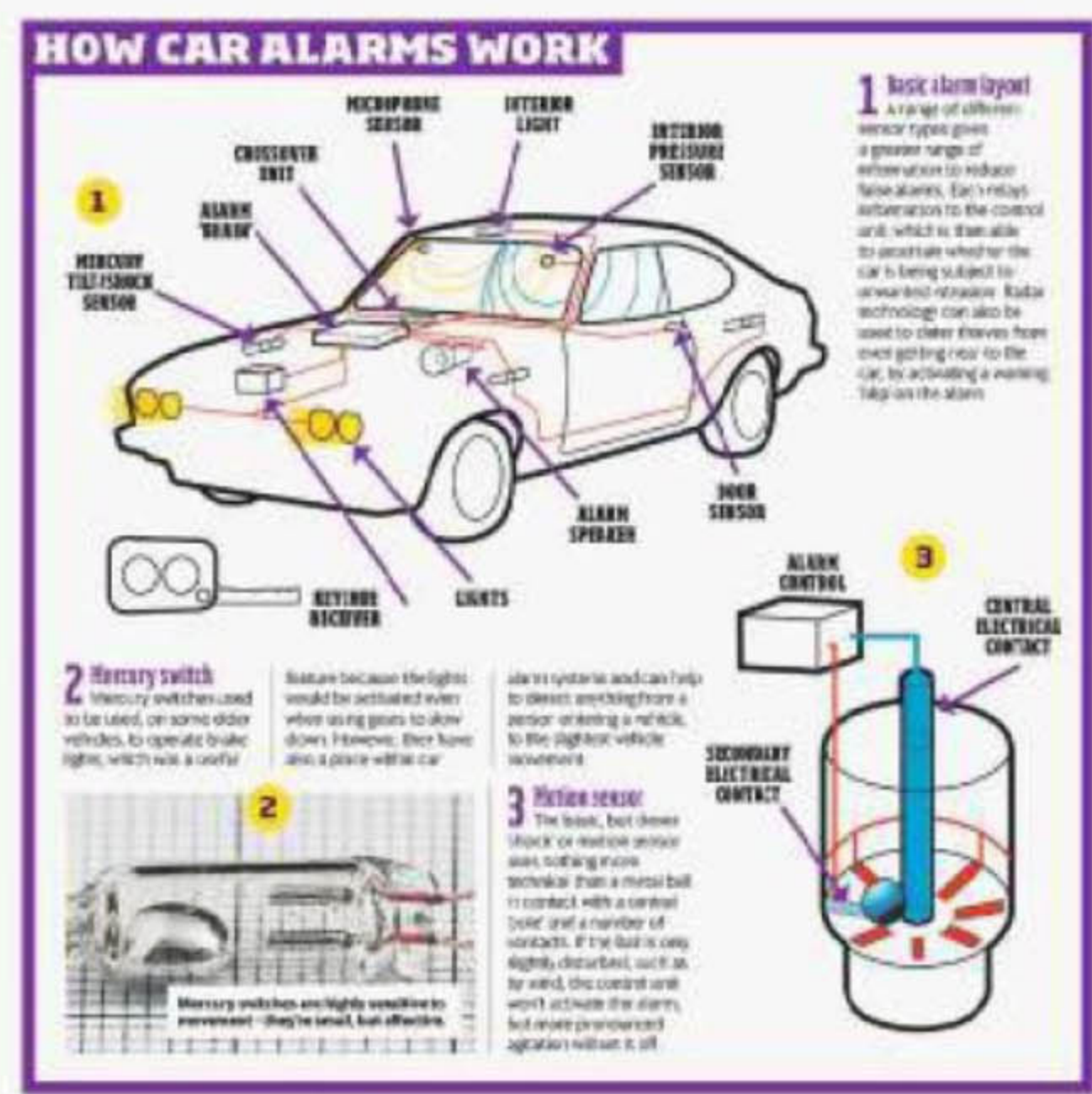
HOW CARS WORK

ELECTRICS

CAR ALARMS EVERYTHING YOU NEED TO KNOW

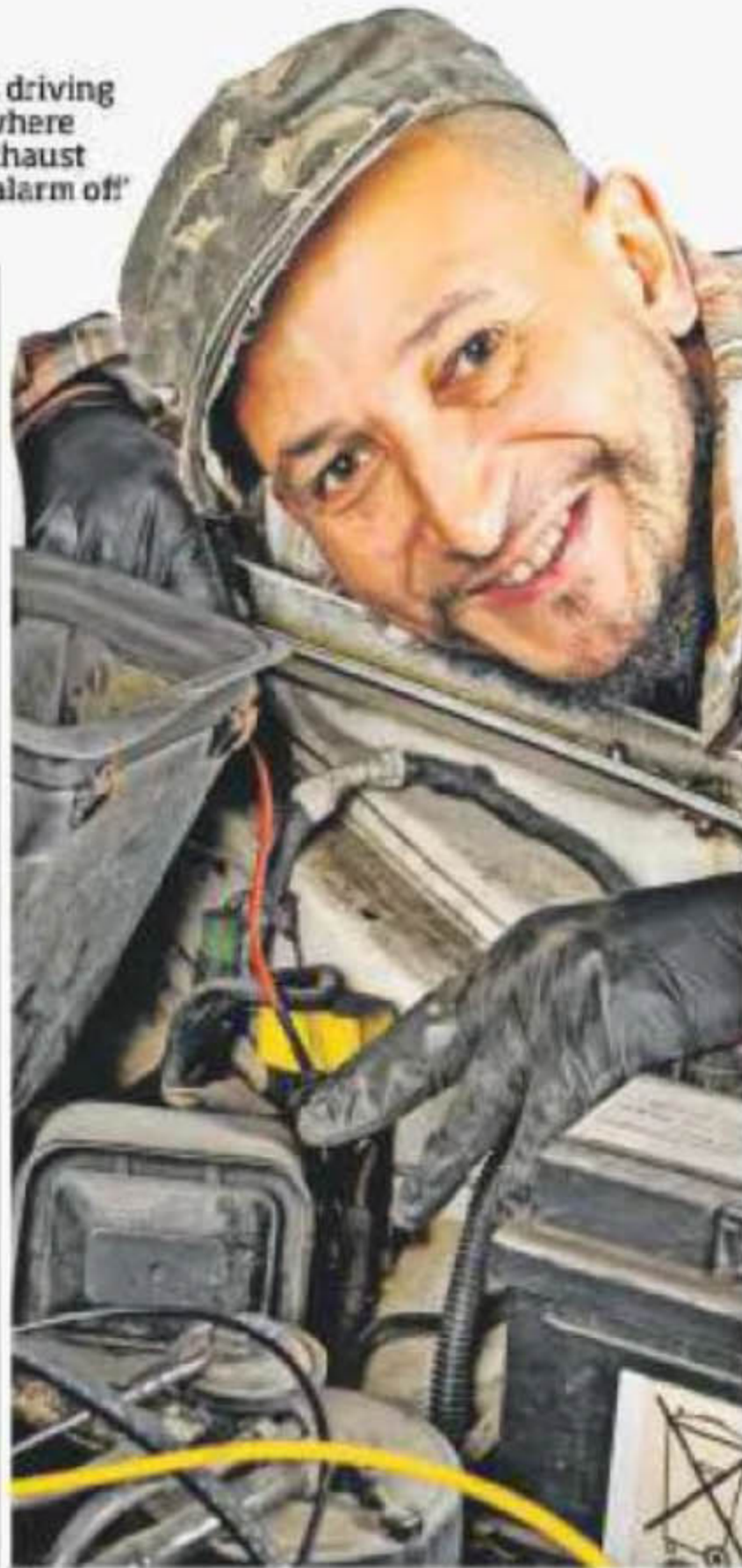
More annoying than someone else's crying child – that's alarms, not Fuzz

Can you hear your car's alarm? It's a sound that's been around since the 1930s, and it's still going strong. But what's the point of it? Well, it's to warn you that your car is being stolen. And it's also to warn you that your car is being stolen.



A favourite pastime was driving by rows of parked cars, where the resulting low bass exhaust rumble would set every alarm off!

connected to the car's battery. When the alarm is activated, the siren and lights are turned on. This is done by the alarm control unit, which sends a signal to the siren and lights.



HOW CARS WORK

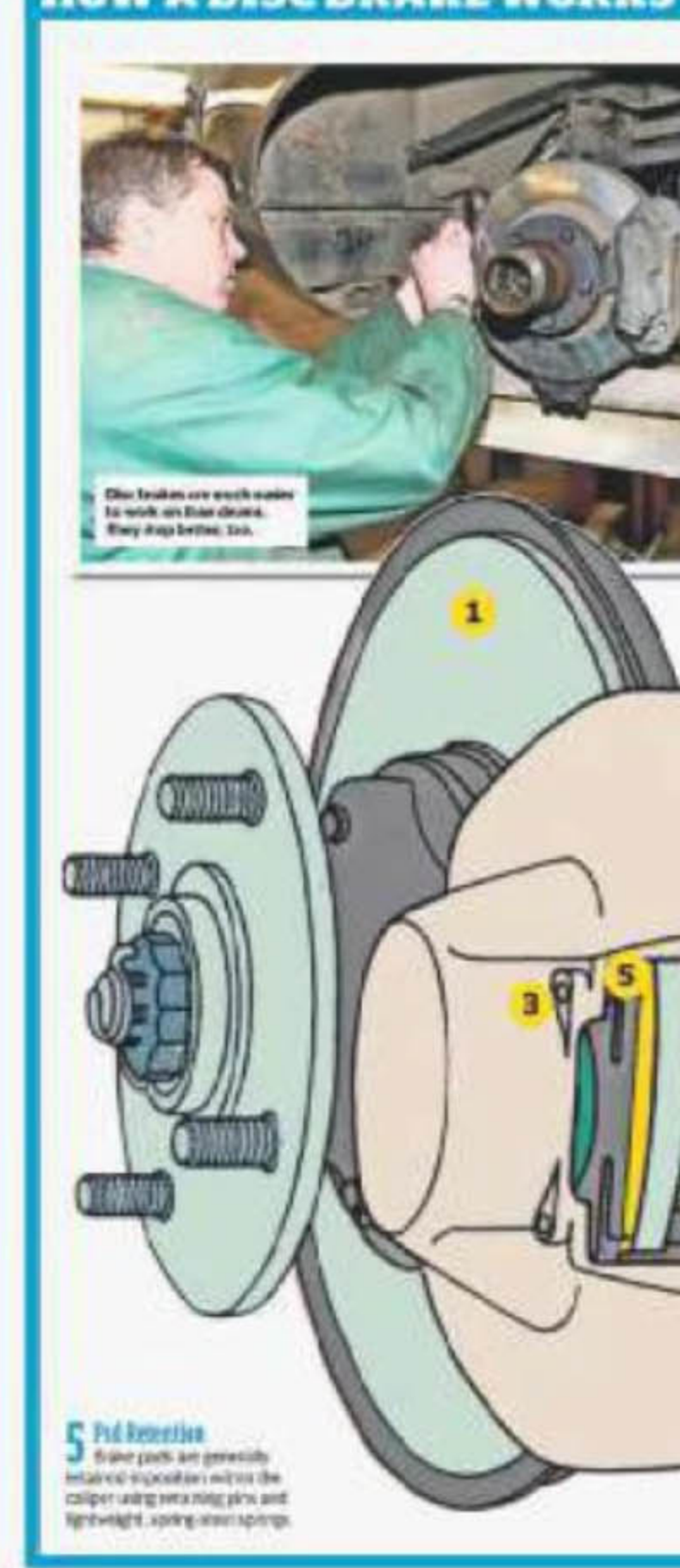
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Le Mans Bentleys and flying Jeeps

My late father, Bob Bird, served the government as a photographer during World War Two and filmed secret trials, including a machine known as the Flying Jeep or Rota Buggy.

It was based on a Willys Jeep with a large diameter rota-blade and the trials took place in 1943 prior to D-Day. The Flying Jeep was towed initially by a supercharged pre-war Bentley that the RAF registered as an aircraft after being requisitioned from a London dealer.

Squadron leader Ian Little got all four wheels of the Flying Jeep off the ground for the first time in November 1943, being towed by the Bentley. Dad sat in the back with his camera mounted where the rear seats used to be.

It was probably an uncomfortable but extremely exciting experience, but while the Flying Jeep eventually went airborne behind a Whitley bomber, it never actually made it into production and was ultimately scrapped.



War-time image taken by Robin Bird's father shows that the Flying Jeep did indeed lift off the ground.

LETTER OF THE WEEK

The Bentley, I believe, was the car in which Tim Birkin won Le Mans. It had been laid up during the war years and was returned to the dealer afterwards.

If any readers have any more information on the Bentley that towed the Flying Jeep I would like to hear from

them to complete my research.

Robin Bird, Merseyside

There's a replica of the Rota Buggy at the Army Flying Museum in Hampshire, but if anyone does have any more information on it, do get in touch with CCW and we'll pass your details on to Robin - Ed.



David Dangerfield is struggling to work out which classic this speedometer belongs to.

Guess the speedometer

I am having problems trying to identify which vehicle has this speedometer. It is a Smiths gauge and the same size as a Mini's so more than likely Morris or Austin. Best guesses from gurus so far is that it is homemade or from a commercial vehicle. Any chance that any of CCW's readers will know?

David Dangerfield, via email

Suggestions to our usual address - Ed.

Safety key on veteran run

As organisers of the London to Brighton Veteran Car Run, we were deeply saddened by the tragic death of a participant during the 2019 Run when a car accidentally left the route. Our thoughts remain with Ron Carey's family and friends, whom we have supported.

We have, of course, also supported the police investigation as well as carrying out our own detailed review. This included examining the signage and marshalling requirements, but I am concerned that your *Paucity of Staff* article (CCW, 15 January) could be misleading. Contrary to the suggestion in the article, our officials have not been reduced. Our traffic control stewards, as opposed to volunteer marshals have, in fact, increased over recent years.

I would like to assure your readers that we take our responsibilities very seriously and that safety is our highest priority. Strenuous efforts are being made to ensure that the run continues to be an enjoyable celebration of the birth of motoring in the United Kingdom.

Miles Wade CBE, Royal Automobile Club Secretary and Chairman of the Veteran Car Run Steering Group

VALUE MY CLASSIC

1970 Lotus Europa S2

WHO? Francis Phillips
MILES 322 since rebuild
PROVENANCE Owned since 1991
MODS Tuned VW Golf GTI engine
HOW MANY LEFT? 165



HOW LONG HAVE YOU OWNED THE CAR?

Since October 1991. I bought it on a whim to restore at some point. It had had an engine fire, which demolished most of the rear end and the engine was not original. I managed to track down another rear body half and finally got around to starting it in 2015 after I retired. It took me three years to restore the body and re-engineer the running gear.

engine on 45 Webers. Estimated power should be in excess of 170bhp. This is attached to a five-speed, north/south Audi A4 transaxle. The rear suspension has been modified and is on a subframe mounted to the chassis, not off the gearbox as Mr Chapman did, which

puts suspension loads through the gearbox and engine mounts. There are larger front brake discs with Girling AR alloy calipers; rear brakes

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HOW MUCH HISTORY?

I have a comprehensive photo file and load of information manuals, drawings, etc.

HAS IT BEEN MODIFIED?

Very much so. I had a lot of parts left over from 40 years of motor racing. I am a qualified electrical/mechanical project manager so built a VW Golf GTI ABF 2000cc 16v

converted from drum to disc using Peugeot 206 GTI rear calipers with Mazda MX-5 rear discs.

WHAT'S LEFT TO DO ON IT?

Get engine dyno'd when it's done 1000 miles (only 322 so far). Sadly, it looks like I'll have to sell it due to a recent knee injury. It is insured for £29k - I had to start somewhere - but would appreciate your thoughts. What is a realistic sale value?

WHAT WE RECKON

'This is a surprisingly tough one. A freshly restored standard S2 would probably make in the region of £21-23k, but this is a very individual, though exciting car. That, of course, limits the number of people who

are likely to share your vision and want to own it. Realistically, I think you should probably pitch it at £20,000 for starters and then see what kind of serious responses you get.'

Russ Smith



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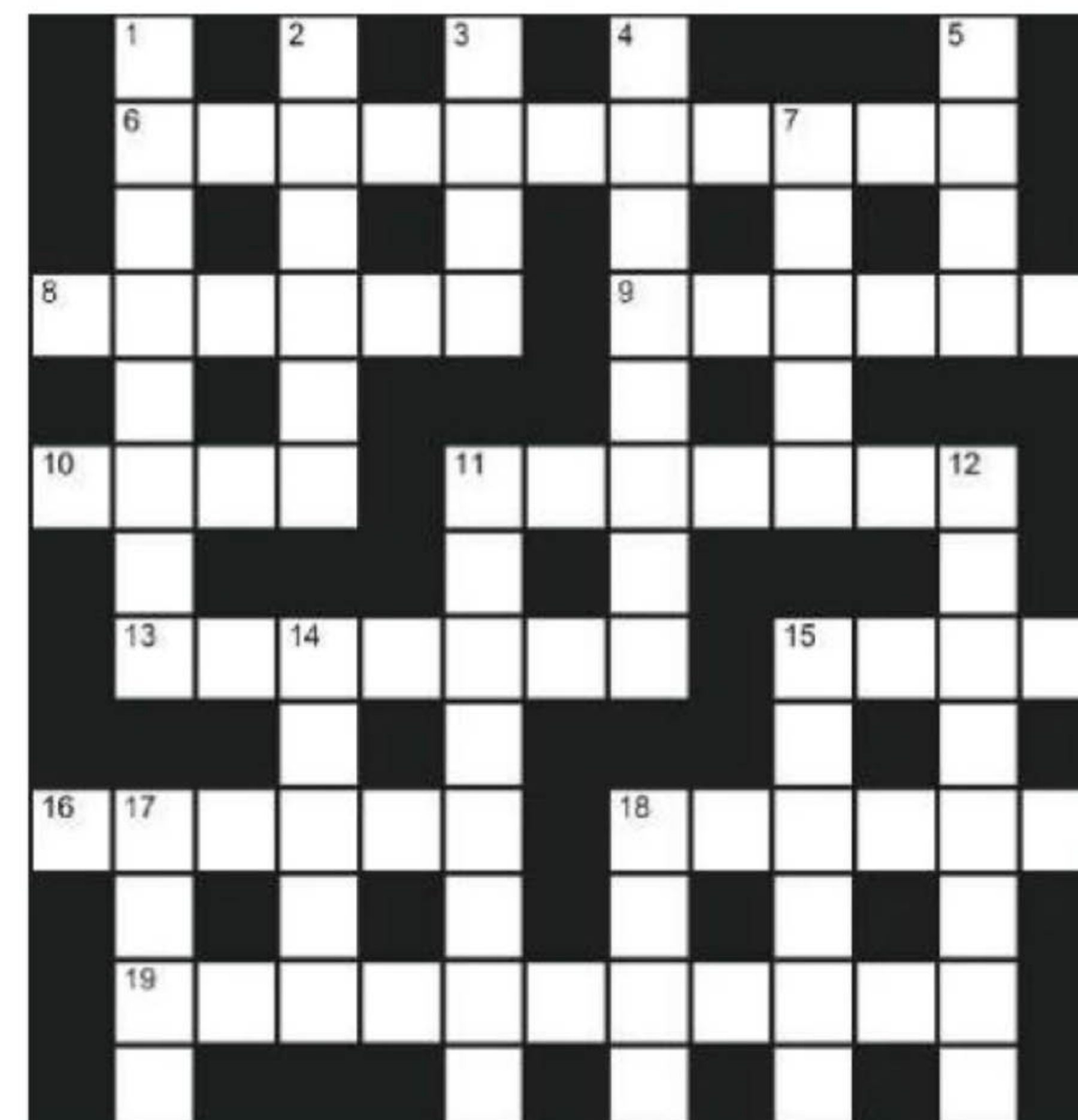
LAST WEEK'S ANSWERS ACROSS 1. Squires 6. Eight 8. Sao Penza 10. Le Mans 11. Stars 13. Wolseley Wasps 16. Water 17. Greece 19. Souped-up 20. Metro 21. Perspex **DOWN** 2. Quattroporte 3. Imports 4. Etna 5. Sigma 7. Honda Prelude 9. Alloys 12. Elites 14. AC Ace RS 15. Henry 18. Cute

CLUES ACROSS

- 6 A notable addition to the Peugeot 604 range during the late 1970s (11)
- 8 See 1 down
- 9 Dieppe marque (6)
- 10 Frazer, makers of a post-war Le Mans Replica (4)
- 11 Riley car from the 1960s (7)
- 13 Follow-ups to the Lamborghini Countach (7)
- 15 Part of a car body that gets in a flap? (4)
- 16 A zodiac-inspired car from Isuzu (6)
- 18 See 7 down
- 19 Regata successors (4,7)

CLUES DOWN

- 1 & 8 across The Vanguard's no-frills stablemate (8,6)
- 2 A late 1930s Rolls-Royce (6)
- 3 Tojeiro, designer of the AC Ace (4)
- 4 Citroën people carriers derived from the Xsara (8)
- 5 Makers of the Clover in the 1980s (4)
- 7 & 18 across The classic Caterham sports cars with Lotus roots (5,6)
- 11 Evolution of the Panther Lima (8)
- 12 How the Ferrari 275 GTB update with extended front end was dubbed (4,4)
- 14 A post-war Siata model (5)
- 15 Forerunner to the Vauxhall Victor (6)
- 17 Booted Minis from Riley (4)
- 18 automatic transmission, a feature of the NSU Ro80 (4)




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OUT & ABOUT

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THE
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EVENT



1953 SAAB 92

This 92 spent most of its early life in Sweden, but was brought into the Netherlands by a classic collector a few years ago. The car has apparently covered only 37,000 miles from new, is still on its original engine and has never been restored.

1974 DAF 33

We very much doubt that DAF has faded from popular memory in its home market, but this 33 – the only factory-certified convertible ever made – still attracted a few curious glances. A Brussels-based classic specialist brought it to the show.

1973 DATSUN 240Z

This ex-US car was imported to the Netherlands in 2014, and has been treated to a paintwork-only restoration. It was being sold at the show by Dutch classic dealer, Ruyl Classics.

1954 BRISTOL 404

Only 51 404s were built, but King Hussein of Jordan owned this one for many years and had it repainted in its current shade of Bisley Mist Green. It's currently up for sale with Marreyt Classics.

EVENT REPORT INTERCLASSICS MAASTRICHT, MECC MAASTRICHT, NETHERLANDS. 16-19 JANUARY

A DEALER SUCCESS STORY

Maastricht's season-opener had more than 800 cars for sale – but at the expense of classic clubs

This busy season-opener in the Netherlands packed in just shy of 35,000 classic fans – with Maastricht's four indoor halls being unashamedly focused on classics brought along by dealers from across Europe.

Even the cars assembled for the event's flagship Forgotten Classics stand – a collection of 24 cars from

manufacturers who have since ceased production – were also being offered by specialists based in the Netherlands or in neighbouring Belgium, although that didn't impinge on the calibre of the cars amassed for the four-day show's headline draw. Star exhibits included the only DAF 33 Convertible certified by the manufacturer itself,

the only surviving Railton University Saloon and a Bristol 404 formerly owned by King Hussein of Jordan – although we'd question whether marques like Saab and Datsun really are 'forgotten'.

The club displays – squeezed into a foyer in the smallest of MECC Maastricht's four halls – felt muted by comparison, but were still well

worth a look, with treats including a fully functioning Parisian café and display of French classics put together by the Maestrichtse Oldtimer Club and stands from S-Class Nederlands, the Austin-Healey Club of the Netherlands and the BMW Car Club's Bavaria branch.

The number of 'VERKOCHT' (sold) signs showed that there are

still plenty of people buying and selling classics on the continent, but this is definitely a show that majors – and thrives – on meticulously restored cars for sale rather than club displays. For the latter, we'd recommend Interclassics' sister show in Brussels, which takes place on 20-22 November.

David Simister



Star of the Federatie Historische Automobielen – the Netherlands' equivalent of the FBHVC – stand was this Singer combo. The bodywork of this 1952 SM Roadster has been specially converted for carrying heavy loads, such as this 1912 Singer 2/12 Lightweight Roadster motorcycle.

THE CAR I WANTED TO TAKE HOME



DAVID SIMISTER EDITOR

1955 AUSTIN-HEALEY 100 'WARD SPECIAL'

In a show packed with Jaguar XK120s and Porsche 356s, this beautifully rebodied 'Healey stopped me in my tracks. This right-hand-drive car spent most of its life in Australia, and was rebodied only a few months after arriving there after being involved in an accident. The new glassfibre shell was apparently inspired by the design of the Maserati A6GCS/53.





EUROPE'S BEST CLASSIC SHOWS

Interclassics' Maastricht show is just one of a whole host of European winter shows that we'd recommend. Paris' Rétromobile and Essen's Techno Classica are just around the corner, and well worth the trip across the Channel.

CHARLIE CALDERWOOD EVENTS EDITOR



p14
Pre-war cars take on Brooklands: pictures of the best moments



p16
Fill up your diary! All of the best classic shows to watch out for

Stay up to date and save money! How to subscribe to CCW

p63



One of the best club stands this year was Maastrichtse Oldtimer Club's French-themed display, which included this 1972 Citroën D Super, 1964 Renault Ondine – and a fully functioning French café!

DUTCH DEALS WE WERE TEMPTED BY

1968 Ford Mustang

£22,500 (£19,100)

US metal often represent some of the best deals at European shows, but even with that in mind we reckon that this sub-£20k V8 Mustang is tempting. We suspect that being a non-fastback in the 'wrong' colour is holding the value back.

heidveldclassiccars.nl



1968 Fiat 124 Berlina

£11,500 (£9790)

You'll struggle to find any Fiat 124 four-doors for sale in the UK – in fact, just one headed to auction last year – so one that has only covered 5000 miles from new must be seriously tempting at this sort of money.

martinwillems.nl



1957 Volkswagen Beetle

£18,500 (£15,750)

There were plenty of air-cooled Volkswagens on sale throughout Interclassics' halls, but this Swedish market, oval-window example was wonderfully original and had been doted on by the same family from new. It's still on its original engine, and has covered just 32,000 miles.

beauty-cars.nl



The Forgotten Classics display included this 1935 Railton University saloon. Only 28 were made and this, the fourth off the production line, is believed to be the only surviving example.



The show organisers' top prize – aka Car of the Show – went to this beautifully restored 1967 Fiat 2300 Familiare, on sale with Martin Willems, a Netherlands-based dealership that specialises in Italian classics.



This 1972 Iso Rivolta Fidia isn't pink – it's 'Viola Borgogna', as ordered by its original Belgian owner. One of 192 built, and the last fitted with a 350bhp Chevy V8.



Classics being sold at Coys' auction alongside the show included this 1959 A-H Sprite, one of three survivors tweaked in period by Alexander Engineering.



Ever wondered what Pininfarina would do if it were asked to improve Porsche's 356? Here's your answer. This 1964 one-off was being advertised at the show by DG Dream Classics.

EVENT REPORT VSCC NEW YEAR DRIVING TESTS, BROOKLANDS MUSEUM, SURREY. SUNDAY 19 JANUARY

BANKING WITH THE TWENTIES

Young drivers take podium finishes in demanding pre-war Brooklands competition

A total of 47 cars across five categories turned out for the Vintage Sports Car Club's first driving test of 2020 – and the challenging course laid out at Brooklands Museum had no intention of breaking entrants in gently.

It was divided into 12 sections across the morning and afternoon and drivers had to contend with Brooklands' historic (and infamous) Test Hill; 352 feet long, with a steadily rising gradient, it sought low-end torque and quick reactions from entrants. Stopping precisely at the top of a one-in-four crest with cable-operated brakes was no mean feat, and two Class Two cars, an Austin Seven and Ford Model A, memorably – and quite literally – failed to make the grade.

From there it was a complex cone-dodging affair on the remains of the Members' Banking, where the battered concrete strips caused the more powerful cars to break traction. It was a similar story on the Finishing Straight where three sections pushed cars to the edge of their handling ability. Directions were later reversed and the tarmac in front of the pits and Pratts Petrol Pagoda was used for a final sector.

Classes Two, Four and Five were hotly contested by young drivers – including Harry Hoskins from Glastonbury who competed in an open-bodied 1928 Morris Flat-Nose Cowley shared with his father Paul. He said: 'Any car can perform if you're severe enough with it!' His efforts

landed him a provisional second in Class Two. Robert Moore's modified 1929 Austin Seven vied with Paul Compton's far more powerful Wolseley Aerees Special for a first class placing in the modified sports car category, while another Longbridge survivor – Matthew Girvan's Austin Seven RK Saloon – fought a Seven Chummy in Class Five.

Two other VSCC Driving Tests are scheduled for 2020 – Madresfield near Malvern, Worcestershire, on 21 June and at Bicester Heritage on 5 December.

Jon Burgess

■ All results were provisional at the time of publication.

■ vsc.co.uk

■ brooklandsmuseum.com



Michael Brown with his 1930 Riley Nine, complete with a doorless home-made body similar to a factory Briggs item. Up-rated engine internals meant Michael could use maximum revs: 'It's as big as some of the larger cars but I only have 1.1 litres,' he said.



Roger Armstrong brought his early 1924 Trojan from Esher to Brooklands for static display. It retains its passenger-seat mounted, 1.5-litre two-stroke engine, epicyclic gearbox and chain drive to the rear wheels. 'It's fully standard,' he said.



David Marsh has owned and campaigned his Bugatti Type 13 Brescia since 1977. He says that the 'voiturette', with its 1.5-litre, 16-valve engine, 'weighs about the same as an Austin Seven but goes rather better!'



Robert Moore pushed his 1929 Austin Seven hard for joint Class Four honours.



Paul Compton brought his 1934 Wolseley Aerees Special and won Class Four. Based on a Fiat Topolino chassis, with bodywork and tuning by Dennis Owen Rees of Carmarthen, it runs a bored-out 1.4-litre Wolseley Hornet six-pot engine.



Period racing meant that period camera equipment came to the fore. Classy!

47 cars took part out of 52 listed in the VSCC programme – and all were assembled at sunrise before tests began.

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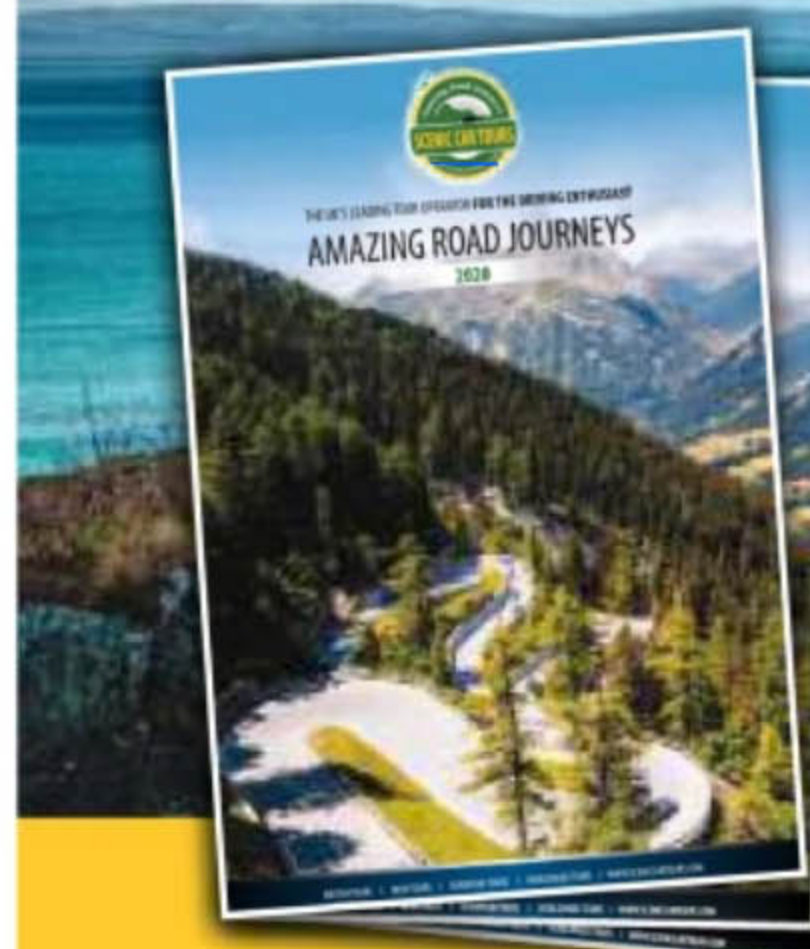
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JANUARY

Wednesday 29 Rallye Monte-Carlo Historique UK Start George Square, Glasgow G2 1DH. The UK start point of the Rallye Monte-Carlo Historique returns to Glasgow. ■ [monte.scot](#)

Thursday 30-Sunday 2 Automotretro Lingotto Fiere, Turin 10126. Italy's biggest classic motor show with over 67,000 visitors and 1200 exhibitors. €16. ■ [automotoretro.it](#)

Friday 31-Sunday 2 Bremen Classic Motorshow Messe Bremen, Bremen 28215. €16. ■ [classicmotorshow.de](#)

FEBRUARY

Saturday 1 Lakeland Classic Drive and Ride-In Day Lakeland Motor Museum, Backbarrow, Cumbria LA12 8TA. Classic car gathering at motor museum. 10am-4pm. ■ [lakelandmotormuseum.co.uk](#)

Sunday 2 Out of Season Get Together Ruddington Heritage Centre, Mere Way, Nottinghamshire NG11 6NX. 10am-3pm. ■ **Katharine and Robert Stewart 0115 849 0005**

Greenwood's Classic Car Show Mimbridge Garden Estate, Station Road, Chobham, Surrey GU24 8AR. Pre-1980s classics preferred, private fire engine museum open. 8am. Free. ■ **Alan 07768 616343**

Midlands and Yorkshire Classic Car Club Meet The Black Swan, Main Street, Brandesburton, East Yorkshire YO25 8RG. All classics welcome. 12pm-2pm. Free. ■ **Dean 07706 924992, midsandyorksgccc@aol.com**

Wednesday 5 Ace Hot Rod Night Ace Café, Brent, London, NW10 7UD. 6pm-11pm. ■ [london.acecafe.com](#)

Wednesday 5-Sunday 9 Salon Rétromobile Expo Porte de Versailles, Paris 75015. €19. ■ [retromobile.com](#)

Thursday 6 Ace Café Classic Mini Meet Ace Café, Brent, London, NW10 7UD. 6pm-11pm. ■ [london.acecafe.com](#)

South Wales Classic Car Club Monthly Meeting Pontyclun Institute Athletic Club, Pontyclun, Rhondda, Cynon Taf CF72 9EH. Visitors welcome. 7.30pm. ■ **Chris 01446 796601, swccc.net**

Saturday 8 Lakeland Historic Car Club Autojumble Preston Patrick Memorial Hall, Crooklands, Cumbria LA7 7NR. 9am-1pm. £1 admission. ■ **David Molyneux, 01229 584972**

Saturday 8-Sunday 9 Great Western Classic Car Show Royal Bath and West Somerset Showground, Somerset BA4 6QN. ■ [bristolclassiccarshow.com](#)

Sunday 9 Classic Car Meet The Dog and Gun, Main Street, Kilby, Leicestershire LE18 3TD. All classic cars, light commercials and bikes welcome. From 11.30am. ■ **Tony 0116 273 5978, 07885 951276, John 0116 288 6600, 07850 333083**

MG and Triumph Spares Day Stoneleigh Park, Coventry, Warwickshire CV8 2LZ. ■ [mgandtriumphsparesday.com](#)

South Yorkshire Transport Museum Open Day Rotherham, S. Yorks. S65 3SH. Adults £5, children free. Free admission for those in classic vehicle. 10.30am-4pm. ■ [sytm.co.uk](#)

Tuesday 11 Ace Café Classic Car Night Ace Café, Brent, London NW10 7UD. All classics welcome, with Lotus 7 and Midget & Sprite Club in attendance. 6pm-11pm. ■ [london.acecafe.com](#)

Saturday 15 Woldinghamring Classic Surrey Botley Hill Farmhouse, Warlingham, Surrey CR6 9QH. Pre-1990 classics. Free. 9.30am-12noon. ■ **Ian 07863 055055**

Sunday 16 Surrey Oaks Breakfast Club Surrey Oaks Pub, Newdigate, Surrey RH5 5DZ. 8.30am-11.30am. ■ **01306 631200**

DubFreeze Bingley Hall, Stafford, Staffordshire ST18 0BD. Indoor VW event. From 9am. Adults £10. ■ [dubfreeze.co.uk](#)

Huddersfield Autojumble Old Market Building, Huddersfield, West Yorkshire HD1

1RG. Indoor. Open from 10am. ■ [phoenixfairs.jimdo.com](#)

Brooklands Winter Motoring Breakfast Brooklands Museum, Weybridge, Surrey KT13 OSL. 150 classics expected for museum meet. Test Hill in action from 10.30am. From 8am. ■ [brooklandsmuseum.com](#)

Wednesday 19 Trent Valley Mini Owners' Club Night The Gamekeeper, Scotter, Lincolnshire DN21 3TW. 7.30pm. ■ [trentvalleymoc.co.uk](#)

Thursday 20-Sunday 23 London Classic Car Show Olympia, Hammersmith, London W14 8UX. Thursday premium tickets only. Standard adult ticket £25. 10am-6pm. ■ [thelondonclassiccarshow.co.uk](#)

Friday 21-Sunday 23 Race Retro Stoneleigh Park, Coventry, Warwickshire CV8 2LZ. Indoor historic motorsport show featuring outdoor live rally stages. ■ [raceretro.com](#)

Sunday 23 Classic and Custom Car Meeting Anglia Motel and Cafe, Holbeach, Lincolnshire PE12 8LT. All welcome. 1pm-5pm. ■ **Search Facebook for anglianmonthlymeet**

Morris Minors at Manchester Greater Manchester Museum of Transport, Chadderton M8 8UW. Adults £4. 10am-4.30pm. ■ [gmts.co.uk](#)

The Barn Brewery and Restaurant Meet The Barn, Willey, Warwickshire, CV23 OSL. Free. From 11.30am. ■ **Martin 01455 554624 or 07748 594567**

Classic Cars at the Carpenters Dale Abbey, Ilkeston, Derbyshire DE7 4PP. 10am-2pm. ■ **0115 932 5277**

Rover Sports Register at Whitewebbs Whitewebbs Museum, Enfield, London EN2 9HW. All Rover models in any condition welcome. £7. 10am-4pm. ■ [thersr.co.uk](#)

Thursday 27-Sunday 1 Retro Classics Stuttgart Messe Stuttgart, Stuttgart 70629. Large indoor classic car show with a focus on car sales. €20. ■ [retro-classics.de](#)

Saturday 29 Ace Café All American Cruise and Jeep Meet Ace Café, Brent, London NW10 7UD. 4pm-11pm. London. ■ [acecafe.com](#)

MARCH

Sunday 1 Out of Season Get Together Ruddington Heritage Centre, Mere Way, Nottinghamshire NG11 6NX. 10am-3pm. ■ **Katharine and Robert Stewart 0115 849 0005**

Greenwood's Classic Car Show Mimbridge Garden Estate, Station Road, Chobham, Surrey GU24 8AR. Pre-1980s classics preferred, private fire engine museum open. 8am. Free. ■ **Alan 07768 616343**

Midlands and Yorkshire Classic Car Club Meet The Black Swan, Main Street, Brandesburton, East Yorkshire YO25 8RG. All classics welcome. 12pm-2pm. Free. ■ **Dean 07706 924992, midsandyorksgccc@aol.com**

Newark Autojumble Newark Showground, Coddington, Nottinghamshire NG24 2NY. Display area for cars over 25 years old. From 8am. ■ [newarkautojumble.co.uk](#)

Wednesday 4 Ace Hot Rod Night Ace Café, Brent, London NW10 7UD. 6pm-11pm. ■ [london.acecafe.com](#)

Thursday 5 Ace Café Classic Mini Meet Ace Café, Brent, London NW10 7UD. 6pm-11pm. ■ [london.acecafe.com](#)

Saturday 7 VSCC John Harris Trial Ashover, Derbyshire S45 0BA. Trials for vintage cars, spectators welcome on select hills. ■ [vsc.co.uk](#)

Skegness Classic Car Meet The Welcome Inn, Skegness, Lincolnshire PE25 2LJ. All cars welcome. Noon. ■ **Graham 07922 173238.**

Sunday 8 Classic Car Meet The Dog and Gun Main Street, Kilby, Leicestershire LE18 3TD. All classic cars, light commercials and bikes welcome. From 11.30am. ■ **Tony 0116 273 5978, 07885 951276, John 0116 288 6600, 07850 333083**

Malvern Drive-in Classic Car & Bike Autojumble Three Counties Showground, Malvern, Worcestershire WR13 6NW. 10am-3pm. ■ [classicshows.org](#)

Ultimate Dubs The International Centre, Telford, Shropshire TF3 4JH. Indoor show for all VAG models. 9am-4pm. ■ [ultimate-dubs.co.uk](#)

South Yorkshire Transport Museum Open Day Rotherham S65 3SH. Adults £5, children free. Free admission for those arriving in classic vehicle. 10.30am-4pm. ■ [sytm.co.uk](#)

NSRA Southern Swap Meet & Autojumble North Weald Airfield, Epping, Essex CM16 6HR. £10 entry. 9.30am-3pm. ■ [nsra.org.uk/southern-swapmeet](#)

Sunday 15 Surrey Oaks Breakfast Club Surrey Oaks pub, Newdigate, Surrey RH5 5DZ. 8.30am-11.30am. ■ **01306 631200**

Huddersfield Autojumble Old Market Building, Huddersfield, West Yorkshire HD1 1RG. Indoor. Open from 10am. ■ [phoenixfairs.jimdo.com](#)

Wednesday 18 Trent Valley Mini Owners' Club Night The Gamekeeper, Scotter, Lincolnshire DN21 3TW. 7.30pm. ■ [trentvalleymoc.co.uk](#)

Sunday 22 Brooklands Mini Day Brooklands Museum, Weybridge, Surrey KT13 OSL. Over 1000 Minis expected with Test Hill and demo area action. ■ [brooklandsmuseum.com](#)

The Barn Brewery and Restaurant Meet The Barn, Willey, Warwickshire CV23 OSL. Free. From 11.30am. ■ **Martin 01455 554624 or 07748 594567**

Lodge's Classic & Supercar Meet The Garage, High Easter, Essex CM1 4QR. From 2pm. ■ [lodgecoaches.co.uk](#)

Wednesday 25-Sunday 29 Techno-Classica Essen Messe Essen, Essen 45131. Europe's largest classic car show with over 190,000 visitors. €22. ■ [siha.de](#)

Friday 27-Sunday 29 Practical Classics Classic Car & Restoration Show NEC Birmingham, North Avenue, West Midlands B40 1NT. Indoor show featuring 170 car clubs, 350 exhibitors and live stage. ■ [necrestorationshow.com](#)

Saturday 28 Ace Café All American Cruise and Mopar Meet Ace Café, Brent, London NW10 7UD. 4pm-11pm. ■ [london.acecafe.com](#)

Saturday 28-Sunday 29 Goodwood Members' Meeting Goodwood Motor Circuit, Chichester, Sussex PO18 0PX. ■ [goodwood.co.uk](#)

Sunday 29 Classic Cars at the Carpenters Dale Abbey, Ilkeston, Derbyshire DE7 4PP. 10am-2pm ■ **0115 932 5277**

Sedgemoor Vintage Club Sort-out R.O.F. 37 Club, Puriton, Somerset TA7 8AD. ■ **Paul 07785 765826**

APRIL

Wednesday 1 Ace Hot Rod Night Ace Café, Brent, London NW10 7UD. 6pm-11pm. ■ [london.acecafe.com](#)

Saturday 4 Skegness Classic Car Meet The Welcome Inn, Skegness, Lincolnshire PE25 2LJ. All cars welcome. Noon. ■ **Graham 07922 173238.**

Heritage Transport Show Kent Kent Showground, Maidstone, Kent ME14 3JF. 10am-4pm. ■ [kentshowground.co.uk](#)

Sunday 5 Out of Season Get Together Ruddington Heritage Centre, Mere Way, Nottinghamshire NG11 6NX. 10am-3pm. ■ **Katharine and Robert Stewart 0115 849 0005**

Greenwood's Classic Car Show Mimbridge Garden Estate, Station Road, Chobham, Surrey GU24 8AR. Pre-1980s classics preferred, private fire engine museum open. 8am. Free. ■ **Alan 07768 616343**

Newbury 4x4 & Vintage Spares Day Newbury Showground, Chieveley, Berkshire RG18 9QZ. Over 800 sellers of Land Rover and



SORT YOUR CLASSIC FOR SUMMER!

9 FEBRUARY MG AND TRIUMPH SPARES DAY

If you own one of Britain's two major sports car makers' products, then this is a must-attend event. As the name suggests, it's the place to go to pick up parts, especially if you are looking for used parts, or parts too small to be worth ordering online. Even if you're not in need of any bits, Stoneleigh Park will still be

full of MGs and Triumphs to ogle at, with all of the respective clubs showing up in force. The car park is normally an attraction in itself, too, as the organisers offer a reduced £5 entry fee for those arriving in classic MGs and Triumphs. ■ [mgandtriumphsparesday.co.uk](#)

vintage car parts. Plots from £30. Admission £7. 10am-2pm. ■ [4x4sparesday.co.uk](#)

Newark Autojumble Showground, Coddington, Notts. NG24 2NY. Display area for cars over 25 years old. From 8am. ■ [newarkautojumble.co.uk](#)

Malvern Festival of Transport Three Counties Showground, Malvern WR13 6NW. Classic car and motorcycle show combined with Mini & Spares Day. ■ [classicshows.org](#)

Middleton Motors Monthly Middleton Hall & Gardens, Tamworth, Warwickshire B78 2AE. Classic car show at historic manor. All classics welcome. £5 per display car. 9.30am-4pm. ■ [middleton-hall.co.uk](#)

Simply Aston Martin National Motor Museum, Beaulieu, Hampshire SO42 7ZN. 10am-5pm. ■ [beaulieu.co.uk](#)

Wednesday 8 Classic Car Meet The Dog and Gun Main Street, Kilby, Leics. LE18 3TD. Classic cars, light commercials and bikes. From 6.30pm. ■ **Tony 0116 273 5978, 07885 951276, John 0116 288 6600, 07850 333083**

Sunday 12 South Yorkshire Transport Museum Open Day Rotherham S65 3SH. Adults £5, children free. Free for those arriving in classic vehicle. 10.30am-4pm. ■ [sytm.co.uk](#)

Sunday 12-Monday 13 Easter Motor Show Weston Park, Telford, Shropshire TF11 8LE. Adults £10, children £5. 10am-4pm. ■ [weston-park.com](#)

Medway Festival of Steam & Transport Chatham Historic Dockyard, Chatham, Kent ME4 4TZ. ■ [thedockyard.co.uk](#)

Monday 13 Ace Café Mustang Stampede Ace Café, Brent, London, NW10 7UD. Noon-4pm. ■ [london.acecafe.com](#)

Wednesday 15 Trent Valley Mini Owners Club Night The Gamekeeper, Scotter, Lincolnshire DN21 3TW. 7.30pm. ■ [trentvalleymoc.co.uk](#)

Sunday 19 MK Classic Tour Poplars Garden Centre, Toddington, Dunstable LU5 6HE. Non-competitive 95-mile tour through Beds, Bucks, Northants. and Oxfordshire. ■ **01525 290117, info@mkclassictours.co.uk**

Simply Audi National Motor Museum, Beaulieu, Hampshire SO42 7ZN. 10am-5pm. ■ [beaulieu.co.uk](#)

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Please send details of your classic event at least two weeks before it takes place to: Events, Classic Car Weekly, Media House, Lynch Wood, Peterborough PE2 6EA. Alternatively email: editorial@classiccarweekly.co.uk

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	Dates	Times
	Entry costs	Contact name/phone no
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1950s

BRITISH BUYS

THAT WON'T BREAK THE BANK

Charismatic family saloons from the 1950s are still eminently affordable – and need saving. Nick Larkin chooses his magnificent seven

Surely no other decade has produced more deeply charismatic and individualistic cars than the 1950s? Even just a glimpse of chrome radiator grille or whiff of age-scented leather sends us tumbling back to the era of stripy lawns, fish paste sandwiches, Arthur Askey referring to everyone as his 'Playmates' and dance halls free from twerking. Cars were over-engineered and built to last, despite many a rust trap, and were made with thick metal and often lovely varnished wood inside. Mechanical components were straightforward and long-lasting and these vehicles even sounded

right, with lots of friendly engine chatter and musical gear whine.

Though 1950s sporting machinery has soared in price and there are isolated cases, such as the Austin Westminster Vanden Plas A105 that South Western Vehicle Auctions sold for £29,700 last year that have slackened jaws, there are plenty of 'proper' cars from the 1950s that remain phenomenal value.

Here's our magnificent seven bargains that, with a bit of luck and some careful bargaining, you could get for around £7000.

PHOTOGRAPHY Richard Gunn and Magic Car Pics

1 AUSTIN A90, A95 & A105 WESTMINSTER (1954-59)

WHY NICK LOVES THEM

They're big bulletproof 'Uncle Albert' Austins, with wonderful character.

Six-cylinder and solid, these big Austins make the best of BMC's 2.6-litre C-series engine and there can be no greater earthly joy than powering along at night with the 'Flying A' bonnet mascot picked out in the headlights.

Whether you go for an early A90, with duo-tone interior, or later 'long boot', these big Uncle Alberts are capable of eating Kias alive on the motorway.

Admittedly, they do resemble their lowly Austin A40 and A55 cousins, but they are extremely good value. An older restoration 1955 Austin A90, with 42,000 miles on the clock and desirable registration number went for just £3600, including premium, at the Bonhams MPH November sale at Bicester Heritage last year. Now that's a bargain!

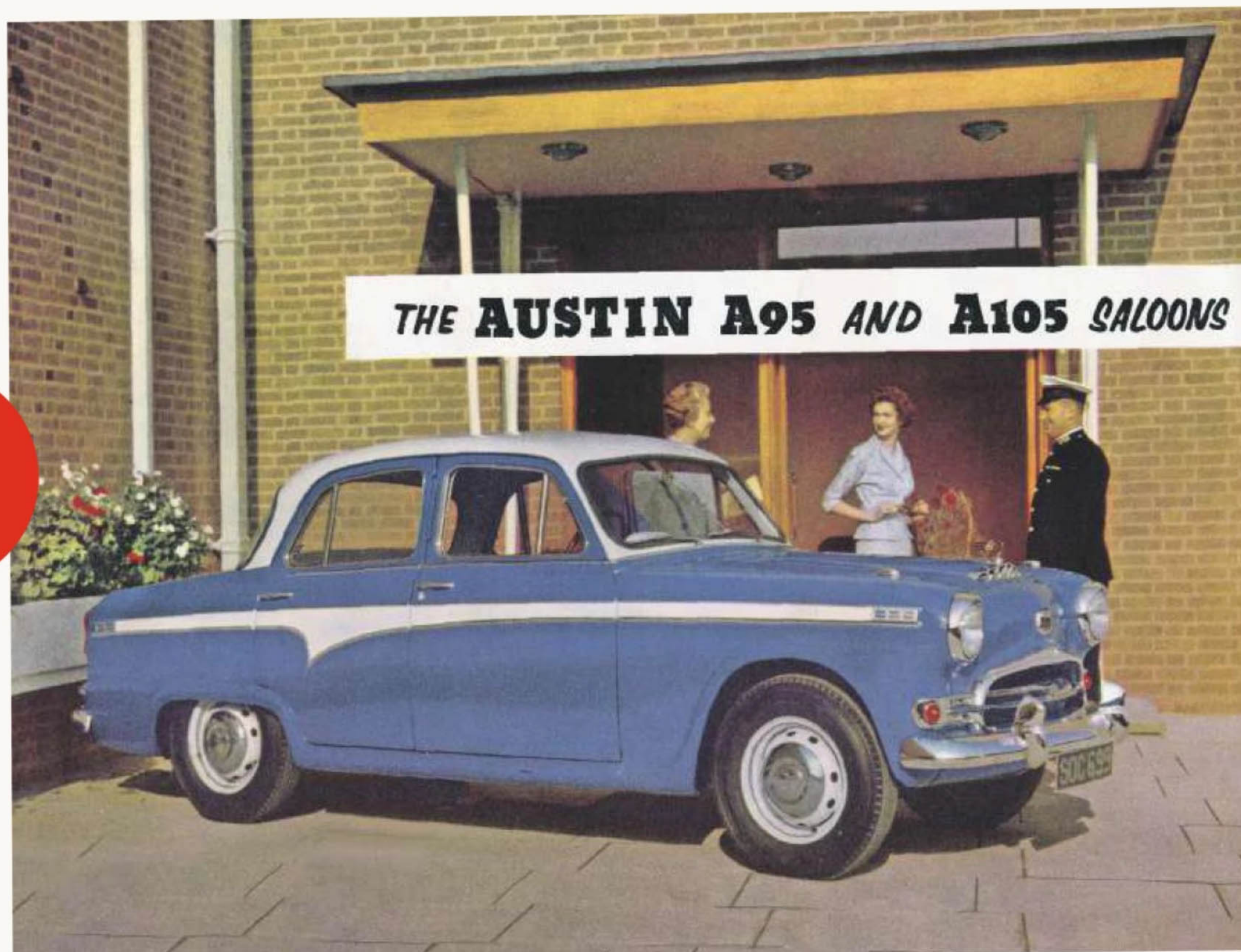
HERE'S ONE WE FOUND 1957 AUSTIN A95 WESTMINSTER, £11,000

Lots of work done, new wiring loom, 3-litre engine, overhauled auto 'box. Owner is open to offers. London.

Private seller, 07962 991349, classiccarsforsale.co.uk



WHAT
TO PAY
£3-
12k



2 MORRIS MINOR SERIES II (1952-56)

WHY NICK LOVES THEM

These cars are sedate, but stuffed with character and still reasonably priced.

The Morris Minor deserves every accolade thrown at it, and though it didn't change massively in its 23 years of production, there are a variety of models.

The split windscreen Series II is probably my favourite, especially with the 'jukebox' dashboard. Here is true Minor charm, though with only 803cc and 30bhp to play with there's no point in trying to rush – just savour the excellent ride and handling. Buy well and you could be letting in the sunshine and scent of summer honeysuckle for well within our £7000 budget. You could even stretch to a convertible if you don't mind doing some work on it.

Expect to fall madly for the car's sedate character and enjoy it as is, or maybe fit a bigger A-series engine so you've got a bit more pep under your right foot.

HERE'S ONE WE FOUND 1954 MORRIS MINOR, £3950

Almond Green, uprated 1275cc engine and gearbox with twin SUs. Bodywork described as sound. Nottinghamshire.

Keyworth Classics, 0115 691 9556, classiccarsforsale.co.uk



WHAT
TO PAY
£2-
11k



3 ROVER P4 (1949-64)

WHY NICK LOVES THEM
P4s are built to the highest of standards and still gloriously usable today.

More stately than the *Queen Mary*, these cars were built without compromise, using the highest standards of materials and impeccable engineering.

The four-cylinder 60 and 80 aren't quite as spritely as the six-cylinder cars, which will more than mingle with modern traffic, especially with overdrive. These cars really embody 1950s respectability and quality, but prices for all but the very best have yet to go mad – a usable 80 model went for just £1550 at Mathewsons' auction last month!

Okay, there are not many bargains like that, and you can spend a lot of money restoring a down-at-heel P4, but our suggested £7000 is going to get you an extremely nice P4.

HERE'S ONE WE FOUND
1958 ROVER 90, £6250
Two-tone grey with a lovely history. Only three keepers. New petrol tank, radiator, brake servo, starter solenoid, door seals, exhaust and fitted with an electronic ignition. London.

■ Private seller, 07932 462921, classiccarsforsale.co.uk



WHAT TO PAY
£4-12k



4 FORD CONSUL, ZEPHYR & ZODIAC MkII (1956-61)

WHY NICK LOVES THEM Surely Ford of Britain's finest hour, these cars are much more than scaled-down Americans.

Goodness me, Ford of Britain hit gold with its 1950s MkIII models, fittingly marketed as the 'Three Graces'. With our budget we will have to watch enviously as convertibles glide by, but don't clamber over the four-cylinder Consul to get at the six-cylinder Zephyr and Zodiac models because the four-pots have their own appeal and are very good value. Anglia Car Auctions sold a very good 54,972-mile example for just £5088 last June, for example.

However, no-one could be blamed for straight-six obsession; the thought of wafting around settled on that oh-so comfortable bench seat enjoying the effortless performance of that bigger engine and the exemplary ride quality is a potent one. And what beautiful styling.

The Three Graces are anything but style over substance, though, however you might be tempted to spend hours lovingly fondling every delicious piece of chrome – of which there are plenty.



WHAT TO PAY
£4-12k

HERE'S ONE WE FOUND
1962 FORD ZEPHYR LOWLINE, £9950

A little over budget, but lots spent on it. MoT to October. W. Yorkshire.

■ Ace Classic Cars, 0113 322 9000, aceclassiccars.com



5 MG YA/YB (1947-53)

WHY NICK LOVES THEM Y-types are a brilliant mixture of pre-war style, charm and rather useful post-war technology.

If you have an urge to jump over our favourite era of the 1950s and go further back to pre-war days, the MG Y-type could be your perfect compromise. Come to think of it, these cars aren't really a compromise at all.

The separate headlights, flowing wings, 'suicide doors' and joyful wood-and-leather interior featuring a subtly-placed MG octagon logo give you just as much vintage appeal as a 1935 Morris 12. And yet, all is much advanced under the skin

with such joys as independent front suspension and rack-and-pinion steering making a surprisingly usable package. This is especially true of the YB of 1951, which boasted smaller 15-inch wheels, better brakes, a stronger front anti-roll bar, and useful suspension changes.

Despite all this, Y-type prices are still remarkably restrained – a 1947 project went for just £1688 at Coys in 2018, so our hypothetical £7k budget should net you a bit of a cracker.



WHAT TO PAY
£3500-16k

HERE'S ONE WE FOUND
1953 MG YB, £3900 EST.

Auction on January 31. New stainless exhaust and electronic ignition. Dorset

■ SWVA, 01202 745466, swva.co.uk



6 DAIMLER CONQUEST AND CONQUEST CENTURY (1953-58)



WHAT TO PAY
£3-10k

WHY NICK LOVES THEM

They're criminally underrated limousines just dripping with 1950s character.

The classic car hobby seems a strange beast when cars like the Daimler Conquest are largely overlooked. Admittedly, the Carbodies monocoque can rust merrily, but look at what you get – a glorious wood and leather interior to Daimler standards; a delightful pre-selector gearbox and more than reasonable performance from the 2433cc engine, which on the Century has an aluminium cylinder head and two carburettors. Result? 100bhp and 90mph.

Engineering is superb, and you even get automatic chassis lubrication. The fluted big Daimler is a work of art in itself, and the body is a glorious riot of curvy 1950s styling cues.

These cars were not cheap when new but our £7000 should get you behind the wheel of one today – quite ridiculous when you consider the quality of even the smallest component.

HERE'S ONE WE FOUND
1958 DAIMLER CONQUEST CENTURY, £6895

Very good condition both mechanically and bodily, pre-selector gearbox, dark blue leather with polished walnut interior. Leicestershire

■ Anycastle Ltd., 01509 502381, classiccarsforsale.co.uk



7 TURN OVER to see Nick's drive in his final 1950s choice - the Wolseley 4/44





7 WOLSELEY 4/44 & 15/50 (1952-58)

WHY NICK LOVES THEM

Beautiful and magnificently period Gerald Palmer styling, great interiors, practicality and sheer character.

We do get asked the eternal question – what 1950s car should I buy without spending a fortune? Well, along with the the Rover P4, we'd hold these Wolseleys up to the spotlight.

The styling is nigh-on perfect, and inside is a truly high standard of luxury with supremely comfortable leather seats and a dashboard from the larger Wolseley 6/80 and 4/50. They are also much cheaper than the similar MG ZA/ZB Magnette. In fact, a presentable project went for just £1200 at H&H's December auction!

The 4/44 has the earlier XPAW engine (a single carb version of the 1250cc MG XPAG unit, making it a true Nuffield product) but the 15/50 does win on practicality, due to its BMC B-series engine.

DRIVING THE WOLSELEY 4/44

All is well in the World of Wolseley even in 2020, when we had the chance to drive this magnificent survivor.

Your first impression of the car is its beautiful styling. Every subtle curve adds to the total effect and the car looks more imposing than its MG Magnette cousin thanks to its slightly higher ride height and different chrome and sills. And look at that lovely Wolseley radiator complete with a badge that lights up at night. It screams: 'I am a true Wooolsley!'

That's not forgetting the 'flying W' badge atop the radiator, which you can't help patting lovingly as you make your way around the car. And just look at those wheel trims!

Getting ready for gentle run around the countryside, I'm in my absolute element, enjoying the view along the bonnet and trying to envisage a world free of aggressive drivers and brash KFC drive-thrus.

If not a bucolic paradise, we want a world of suburbia with 1930s houses free from the ravages of uPVC double glazing and nasty extensions in areas sporting manicured cricket grounds and grocer's shops with white-coated proprietors and sun awnings. But will this Wolseley get us there? Time to stop admiring and start driving.

Clamber into the car and the timewarp is complete. This is lovely. Just take a minute to assimilate – here we are perched on a deep leather seat in front of a vast, spoked steering wheel that's a fine work of art in itself. And how on earth did they get that pattern in the plastic rim – the only frippery in this Wolseley.

In front of us is a lovely varnished wood dashboard punctuated by two gloveboxes and a brace of chrome demisters, plus a chromed ashtray. Highlight of the proceedings is a centre panel which is actually metal with a

wood effect, but really looks the part.

Presented here and neatly laid out are two big dials for the speedometer and clock, plus smaller oblong ones for oil temperature and fuel. Below are pull-out Bakelite-style knobs for lights, wipers, starter and choke – all very self-explanatory.

Pull the starter and the XPAW engine springs instantly to life. Edge the column gear change, release the umbrella-style handbrake and we're off to a symphony of engine chatter and sonorous gear whine.

The spring loading on the gearchange works well, but as is proper with a Wolseley, it doesn't expect – or like – to be rushed.

The clutch is lighter than you'd think and the carefully-weighted rack-and-pinion steering a delight. The ride is really good, too, the car feeling well damped at all times.

WHAT TO PAY
£3500-9000

You really would have to act like a true bouncer to put this car and its subtle

understeer out of line. The brakes are drums all round but obviously well-maintained and perfectly effective.

Performance, as you'd expect from 1250cc, is on the pedestrian side, but the gear ratios are well-chosen. Expect 30 seconds to pass while the car eases itself towards 60mph, but it's happy enough once there. Be ready for subtle protestations if you attempt to reach the official 73mph top speed, though.

You are soon in tune with the Wolseley's tastes and can thoroughly enjoy it. Speed? Who needs it? You wouldn't want speed boat velocity on a canal barge, now would you?

What a fine machine, though we can't help thinking that whichever vagabond it was who parted it from its original registration number will not be going to heaven...



Spacious interior is a magnificent mixture of subtle style and straightforward comfort. Nick is in love...



XPAW engine is single-carb version of MG's XPAG unit. It's refined, but performance is leisurely at best.



We're off to a symphony of engine chatter and gear whine'

1955 WOLSELEY 4/44
ENGINE 1250cc/4-cyl/OHV
POWER 46bhp@4800rpm
TORQUE 58lb ft @2400rpm
MAXIMUM SPEED 73mph **0-60MPH** 30sec
FUEL CONSUMPTION 25-30mpg
TRANSMISSION RWD, four-speed manual
ENGINE OIL Castrol Classic XL30 5.1 litres
GEARBOX OIL Castrol Classic EP90 1 litre
AXLE OIL Castrol Classic EP90 1 litre



Car makes best of its four-cylinder engine, but isn't a trailblazer.

SPECIAL THANKS to Pioneer Automobiles for loaning us its 1955 Wolseley 4/44. At time of writing, the car is currently for sale with an asking price of £5950.
■ pioneer-automobiles.co.uk
■ 07711 509600

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kentsallfordshow@hotmail.co.uk

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kentsclassicarshow@hotmail.co.uk

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LIVING WITH CLASSICS

Our tales from the driveway, garage and out on the open road

OUR CLASSICS

CLUSTER HEADACHE

Jon's SVX finally returns to the road, but new problems are rearing their heads

That the SVX works at all is thanks to an understanding specialist.



JON BURGESS
NEWS EDITOR

1995 SUBARU SVX

My SVX is nothing if not a Pandora's Box of mechanical issues; as one problem is fixed, another takes its place.

M172 KJW spent most of last year sitting feeling sorry for itself in an area the office car park known to site security as 'those people's rubbish'.

Some progress was made after it appeared in the 2018 Christmas special, but, behind the scenes, it wasn't running properly, the speedo pack was reading slow and the rear brakes were in very

poor shape indeed, grinding angrily when in use.

Much of the early work consisted of rectifying faults caused by previous garages – this time last year, a finger-tight bottom hose fitted to the nearly-new Koyorad aluminium radiator caused most of the coolant to disappear, almost cooking the engine.

Said flat-six also preferred being a lop-sided flat-four; a dead oxygen sensor was confusing the ECU and causing it to run rich and clatter like an angry sink estate Impreza.

Replacing the bottom hose (a flipped Impreza GC/GF8 top hose) and refilling the system with the correct blue glycol (Subaru engines of this age hate pink OAT) got things running again – but the

engine still wasn't happy. I'd long suspected that at least one coil pack was down, given how lumpy the idle was, but I wanted an expert opinion.

With a month of MoT remaining, I drove the SVX to Subaru and Saab garage Carnetix in Melton Mowbray; specialist, Glenn Ellis, had an SVX workshop manual ready to diagnose the faults the car had developed.

In the service bay, we ran the engine and pulled the coil pack connectors off one by one. The car ran unchanged with two of them unplugged – an easy solution to problems that had long outstayed their welcome.

Among the other issues that I had mentioned, Glenn wanted to witness the under-reading speedo himself – so we took to the back roads nearby. I'd crawled all over the car recently trying to chase faulty sensors

because I knew one of two units (known as VSS1 and VSS2 – Vehicle Speed Sensor 1 and 2 respectively) were responsible for the speedo signal. The matter was further complicated by the gearbox specialist leaving an unplugged VSS1 in the bell housing, because they'd previously rebuilt the 4EAT transmission with the casing from a Japanese market Legacy GT-B, which uses that sensor to measure speed.

Intensive internet research revealed that UK market SVXs take their speedo signal from a sensor on the rear axle, so

the unplugged VSS1 was a red herring.

After thoroughly testing all of the connections according to the workshop manual, Glenn realised that there was nothing wrong and eventually traced the fault to the instrument pack itself.

Another working cluster was found at a breaker and duly fitted – although the mileage is out, I've documented the mileage discrepancy.

That just left the rear brakes, which were so noisy in use that it sounded like the pads were trying to

chew their way through the rotors. Chemically skimming the surface of each disc got the nearside rear to calm down; I wouldn't normally ask for this to be done, but replacement rear discs are no longer available in the UK, despite what stock lists say.

Many motor factors claim that 260mm solid rear discs will fit an SVX – even Subaru's own parts book says as much. At some point in production, however, specifications changed to 290mm vented items; these are cruelly scarce apart from a couple of companies that list the same

item fitted to a 2005-06 Impreza STi gravel rally car (I suspect it was surplus SVX stock left on the shelves).

I'll stump up the £200-plus needed to get a new pair from Poland if I absolutely have to, but I'm hoping that the continued racket is a binding caliper and can be sorted with a clean and a new pair of pads.

EBC Brakes came to the rescue for everything else; I have a set of brand-new front discs and pads in the garage – but it couldn't turn up a correctly dimensioned pair of aft

OWNED SINCE
October 2016
MILEAGE SINCE
LAST REPORT 473
TOTAL MILEAGE 191,347
LATEST COSTS
Lots



Jon's friend, Pete Murray (pictured), managed to fit a new bottom hose during summer.



Speedo (centre) was part of a £100 parts deal including spare alloys and a better steering wheel.



Unplugged Vehicle Speed Sensor 1 (VSS1) stuck in the bell housing was a red herring; a Twitter follower in the US even sent me pics confirming the USDM wiring set-up!



LONG TIME NO SEE

Were it not for the fact that Jon's SVX is easily picked out from the crowd of modern hatchbacks in the car park, we might have convinced ourselves it had been a figment of our imagination. It's great to see it back!

CHRIS HOPE FEATURES EDITOR

JON'S SVX SNAG LIST

- DRIVETRAIN WOBBLE ('BOX WAS PUT BACK IN CROOKED').
- NOISY, BINDING OSR CALIPER
- GROAN FROM DIFF/NSR
- WHEEL TURNING LEFT
- BROKEN DRIVERS' SIDE ELECTRIC WINDOW (WIND NOISE).
- POOR BRAKES
- TRACKING (STEERING WHEEL CROOKED)
- 4EAT KICKDOWN POSITION
- WEAK HEATER
- BUZZING SPEAKER SHELF
- BLOWN 'D' BULB IN BINNACLE

rotors, even after searching its German warehouse.

It sounds like I'm complaining, but this is the first time that the SVX has functioned as a car in nearly 18 months. The snag list (above) is what's left on the pile; I'm sure Carnetix is up to the task.

carnetix.co.uk
ebcbrakes.com
facebook.com/groups/SVXNATION/

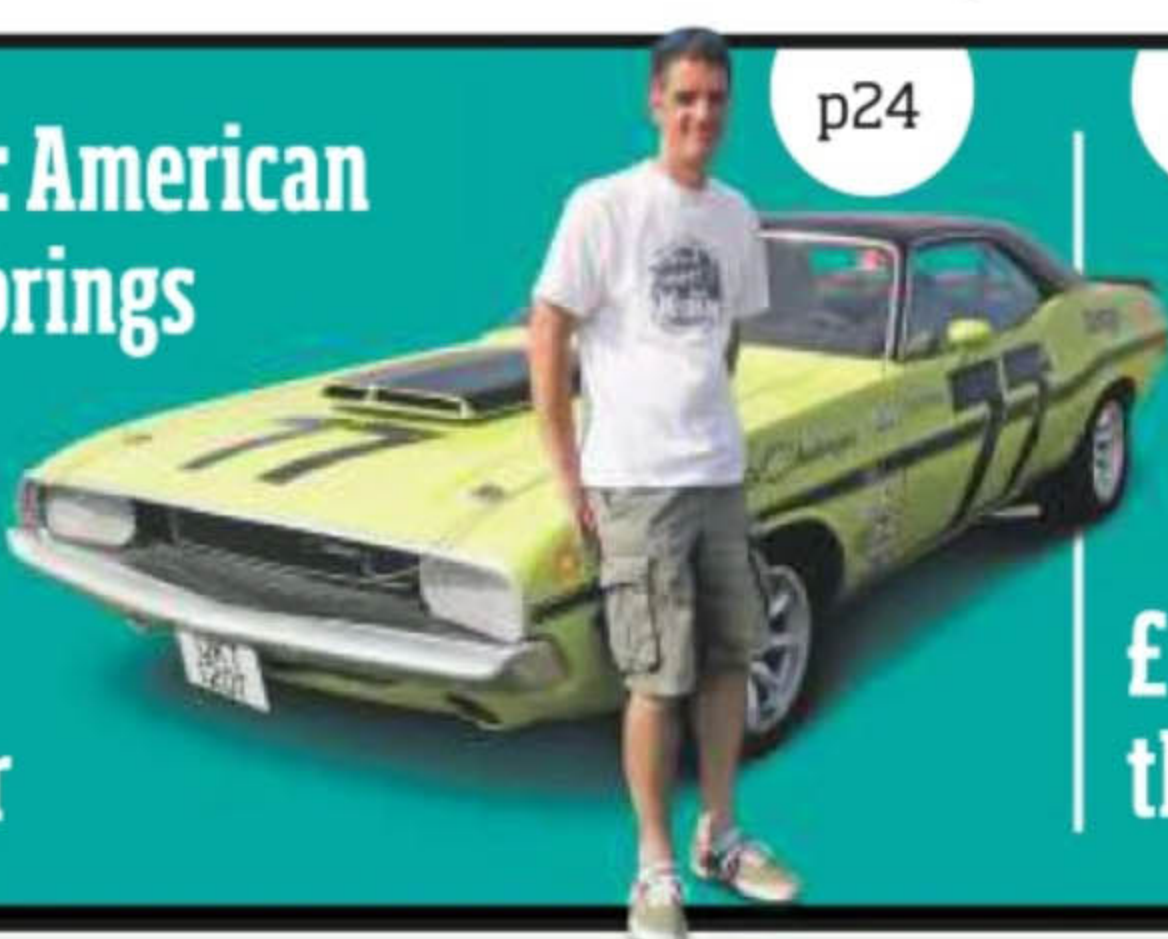


The sleeve lock regulator that moves the inner wheel up and down has shattered; a stronger replacement is on order from an American member of the SVX Nation Facebook group.



Dragging caliper continues to make a colossal racket, but will be sorted following a return trip to Carnetix.

Keepers: American muscle brings a father and son closer together



p24



p26

£1k Challenge: More hiccups for the Polo following a parts mix-up



Next Week: Charlie transforms his BMW daily with cosmetic goodies

The highs and lows of Volvo ownership

Dale has had enough of his 940 rolling like a tractor – time to address the Volvo's tippy-toes suspension



DALE VINTEN
CONTRIBUTOR

1997 VOLVO 940 ESTATE

Apparently, there is a test (albeit not a particularly scientific one) that you can carry out to determine whether or not your car's suspension needs to be lowered. If your shoe fits between the wheel arch and the tyre then your car is too high. I tried it, and the 940 definitely needed to drop a few centimetres judging by this method.

I've never liked the ride height, so I picked up some 40mm lowering springs and set aside an afternoon. This turned out to be a fairly simple job; the only specialist tools required are a pair of spring tensioners, which are essential for removing and re-installing the front springs, a ball joint separator (or large hammer as I like to call it) and the ubiquitous Haynes manual.

I attacked the rears first because I knew that they would be the easiest. It was simply a case of jacking up the rear of the car, removing the brake caliper and using another jack to raise the trailing arm slightly to take the load off of the damper. The lower damper mounting bolts and the upper spring bolts could then be undone. The springs are then easily removed and the new ones installed, swapping over the top mounts, which just pop out, in the process.

The fronts took a little longer but it was still a straightforward task. After removing the brake calipers and discs, undoing the suspension



The springs can easily be replaced with the suspension strut removed from the car.

bottom ball joint and track rod end ball joint nuts and separating the ball joints with the aforementioned 'specialist tool' by whacking the knuckle, the strut top mounts can be undone and the whole assembly drops out. The spring tensioners then need to be installed to compress the springs enough to undo the top nut of the strut and remove them. Reassembly is essentially a case of reversing the process.

Having inspected the entire suspension set-up first-hand, I noticed that some of the bushes were past their best, so I replaced

the anti-roll bar, anti-roll bar link and track control arm bushes with polyurethane items. Again, this is do-able for anyone with a decent socket set and a can of degreaser because the bushes are two-piece items, so nothing needs to be pressed in or out.

The result of all this work is that not only does the car sit, look and ride a lot better, but more importantly the handling has been greatly improved with less body roll when cornering.

The only trouble now is that the track looks too narrow, so I'll have to add either wider wheels or a set of spacers to the ever-growing parts list.



Perished old bushes (right) were definitely in need of replacement.

BEFORE



Dale was never happy with the Volvo's lofty ride-height.

AFTER



Lower stance looks better and has improved the car's handling.

OWNED SINCE July 2019 // MILEAGE SINCE LAST REPORT 984 // TOTAL MILEAGE 198,720 // LATEST COSTS £157

THIS WEEK IN OUR FLEET...

DAVID SIMISTER
EDITOR



1990 MAZDA Eunos Roadster

Taken off emergency commuting standby (£10000 Challenge, p26) after replacement parts for the daily driver arrived earlier than expected.

JAMES SADLER
MANAGING EDITOR



1999 PEUGEOT 406 Coupé

Making distressed squealing noises every time there's a corner or a junction coming up on the drive to CCW's offices. The car, that is...

MIKE LE CAPLAIN
PRODUCTION EDITOR



TO BE CONFIRMED

Confession time – I've done something a little bit rash with one of my classics. Find out precisely what it is in next week's *Our Classics*...

JON BURGESS
NEWS EDITOR



1994 JEEP Cherokee Limited

New windscreen appears to be doing its job in all of this horribly soggy weather – this despite my initial misgivings concerning its new surround.

CHARLIE CALDERWOOD
STAFF WRITER



1999 BMW 318Ti

Going to have to replace the catalyst before the BMW gets a new MoT – it currently sounds like a tin can full of nails being vigorously shaken.

CHRIS HOPE
FEATURES EDITOR



1980 TRIUMPH TR7 FHC

The solution to my ongoing garage flooding problem seems to be working – for now. My wedge-shaped sports car will be very pleased indeed!

RICHARD GUNN
SENIOR CONTRIBUTOR



1994 ROVER 216 SLi

The first serious frosts of winter (hereabouts, at least) have shown that the Rover's new heated door mirrors work. Icy excitement!

NICK LARKIN
EDITOR-AT-LARGE



2003 ROVER 75

Booked in for MoT when its viability will be seriously assessed. Be sad to have to part with it, but it might be better to invest in a pristine example.

ALSO ON THE FLEET

David Brown 1999 Rover 200 BRM.
Steve Berry 1970 Reliant Scimitar.
Richard Kilpatrick 1992 Jaguar XJS.
John Lakey 1984 Opel Monza.
Nick Larkin 1960 Austin A55.
Alex Riley 1981 Triumph TR7 Conv.
James Taylor 1950 Rover P4.
Fuzz Townshend Austin 7 Special.



KEEPERS

1973 DODGE CHALLENGER

This story dates back more than 25 years to when Matt was first bitten by the muscle car bug. His Dodge Challenger is now here to stay

MATT HOLLINGSWORTH
BEDFORDSHIRE

My very first car – which I used to race and still own – was a Triumph Herald. It was while I was competing that I first saw a muscle car race. I bought a book on them, saw a picture of the Challenger and fell in love with it straight away. I was only 19, so having one didn't seem possible, but I kept looking and got to ride in one at an American car meet – I was definitely smitten then!

'The owner of that car said that he had one for sale, so I bought it for £1500. That was back in 1993 when I was 23 years old. It was running and driveable and I started on a restoration after a year of running it around.

'By 1999, I had the shell sand-blasted and ready for welding. Then children arrived and life got in the way, so it sat for almost ten years.

'I had a serious illness in 2009 and

almost sold the Challenger as an ongoing project, but my family persuaded me to keep it, and I'm so glad they did. Restoration work re-started once I was better.

'I went to the Le Mans Classic in 2012 and my son Jack said that we should get the car finished in time for the next event two years later and asked if he could come, too. He was really enthusiastic and is a proper car-nut himself now.

'That was when we started to think about the colour. I had a picture on my wall of the Sam Posey #77 car, so we decided to make mine a tribute. Posey raced a 1970 Challenger in the American Trans Am Series; I studied lots of pictures of the original so all the decals are accurate and in the correct position.

'My car uses the front end and rear wings from a 1970 car, but is based on a 1973 shell. Apart from the gearbox rebuild, I did all the restoration work myself. I'm really proud of the way it looks now, and not only did we have it ready for the 2014 Le Mans event but there was an extra deadline because

my daughter wanted it back on the road for her birthday! It passed its MoT the day before, so her day out was pretty special.

'The car managed the 800-mile round trip to Le Mans without any problems. It subsequently went back to Le Mans in 2018 and is used for various events all year round.

'I'm just so happy that I was persuaded to keep the Challenger, – there's no question that it will always be a part of the family.'



Striking colour scheme is an homage to US race driver, Sam Posey.

'I bought it for £1500 in 1993 when I was 23 years old'

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■ Mopar Muscle Association UK

moparuk.com

■ US Automotive Beds. 01234 273155,

usautomotive.co.uk

■ C M Frost Auto Parts Northants.

01933 225564, cmfrost.com

WHAT WE RECKON

'Thank goodness Matt didn't sell this car all those years ago. It was clearly his dream motor, but he persevered, despite a few challenges (no pun intended) along the way, and now has a very special example of the muscle car breed. That he carried out all of the work himself is even more impressive, and it's great to see that his ownership of the car is enjoyed by the whole family.'

CHRIS RANDALL
CONTRIBUTOR



THE INSURER'S VIEW

'The Lancaster team love American muscle cars and the Challenger is definitely among our favourites. We also love the fact that Matt's son and daughter are enthusiastic about the car, which makes it a great family hobby. These 1970s classic American cars are in high demand and values are on the up. We would suggest that Matt consider an agreed value policy so that the true value of the vehicle would be realised should the worst happen.'

ANDREW EVANSON
LANCASTER INSURANCE



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THE HIGHLIGHTS AND LOWLIGHTS



A FIRST RUN

'I hadn't had the car for very long when this picture was taken – I was taking part in the very first MOPAR Euro Nationals at Santa Pod. I'm now on the committee of the MOPAR Muscle Association and I've been to every one of these events, except one year back in 2010.'



RESTO BEGINS

'As you can see, there was a long way to go. I always thought it was going to be a long-term project, but little did I know that it would be another 15 years before it was finally back on the road!'

UP AND RUNNING

'The pressure was on to have the car roadworthy in time for my daughter Ellie's birthday, and I made it with a day to spare. Luckily it passed the MoT with no problems, so her birthday treat that year was one that we won't forget in a hurry.'



TO LE MANS

'The Challenger has all the finishing touches and decals and here I am with my son Jack at the Le Mans Classic. We'd made it and were both really proud of the way it had turned out. It was a brilliant idea of Jack's to do the car in this colour scheme.'





38.9 MPG 54635 mi
43.2 MPG 55089 mi

BEFORE

AFTER

"The Abarth is definitely more eager to please since using FTC; acceleration is better and the engine note is more 'throaty' than before. It's now quicker and more fun to drive, just like having a new car again. What impressed me most though is the economy! Would I recommend? YES, wholeheartedly." Heather, Dorset

In 1940s America, it was discovered the little tin-alloy pellets, used in the Hurricane fighters on the Russian front, stopped carbon deposits forming in engines. This was bad news for the motor industry. No carbon deposits meant greatly reduced engine wear which would put a whopping dent in the profits generated by component failure, repairs, replacement parts & ultimately affect new car sales. To make matters worse, the additive companies with their cleaners & repeat-use treatments, would lose most of their business, if the pellets entered mainstream use.

This well-known phrase was one of several started by the industry to try to ensure that the little pellets weren't taken seriously & were mostly ignored. It's still happening. Today millions of cars, vans & lorries produce ever increasing levels of CO, NOx & nasty particulate emissions, simply because carbon deposits gradually make their engines less & less efficient. As engine deposits build-up they begin to increase levels of toxic exhaust emissions, reduce fuel economy & ruin engine performance. The VW scandal was a prime example, of an attempt to hide, the excess emissions that engine deposits will always ultimately cause.

Engine deposits are the real cause of all of the excess the traffic pollution which blights air quality in towns & cities worldwide. It's carbon deposits that cause the cars, vans & 4x4s we see every day, to pump out those thick clouds of filthy black smoke, as they pull away. Yet where fuel catalysts are used, they will keep engines permanently clean & efficient, which means that emissions, economy & performance will remain very close to those of a brand-new engine.



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& simple
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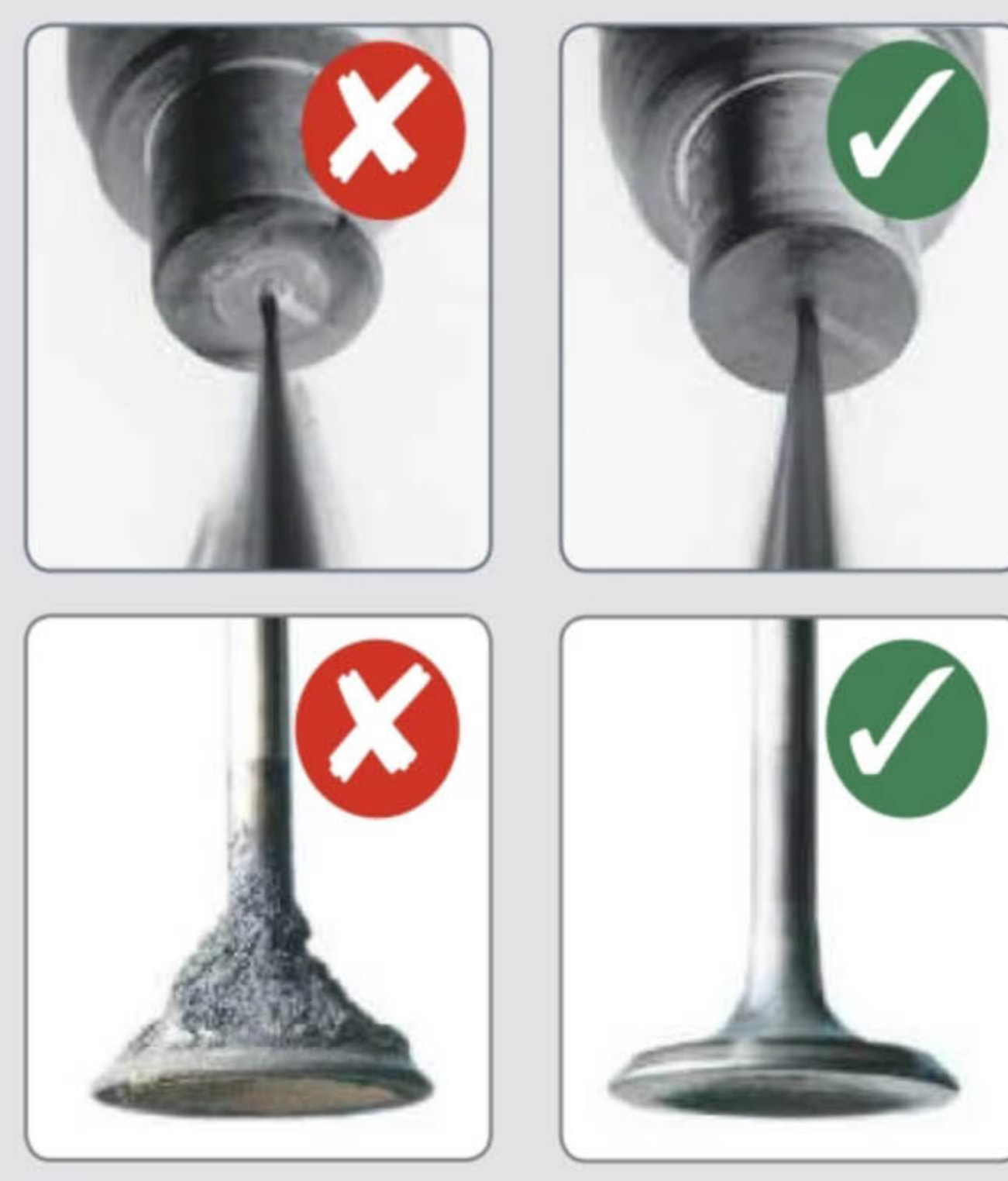
"If they were that good the manufacturers would fit them"

The 80 year old secret the motor industry would really rather you didn't know

As fuel catalysts will permanently remove & prevent even the toughest, baked-on carbon deposits, they help engines maintain their original fuel economy, performance & emissions. That's why potential MOT failures can be returned to 'as new' emissions spec. Why smoky, noisy old 4x4s, lorries, vans & cars can be clean, quiet & smooth once again. It's why DPF warning lights stay switched off, EGR valves don't play up & AdBlue usage can be massively reduced. Removing & preventing carbon deposits restores lost performance, maintains engine efficiency & saves drivers a small fortune.

Nearly 20,000,000 plastic bottles of fuel system cleaner are sold in the UK each year, to deal with engine deposits. With fuel catalysts, our excess traffic pollution would quickly disappear, but so would the sales of millions of bottles of chemicals. That's one of the big reasons why motorists are still being mis-lead about the ability of fuel catalysts to keep engines permanently clean & efficient.

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- ✓ Removes existing deposits
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- ✓ Permanent solution



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"No more black smoke, way better acceleration & restored fuel economy" Tim Jones, Yorkshire



"Economy has improved from 42/3 to 50mpg on short trips" Steve Foss, Guernsey



"It's astonishing that something so small can have such an effect" John Meggison, Co. Durham



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Acceleration*

RESTORES
Maintains
Emissions*

RESTORES
Maintains
MPG*

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David had to swipe the keys to our Mitsubishi to stay mobile – the Polo still needs new parts, then his daily commuter dumped its oil.

David's dream of getting back behind the Polo's wheel is stymied when the wrong fuel tank arrives...

1992 VW POLO 1.3 CL

THE STORY SO FAR

Miles driven 0

Total mileage 48,442

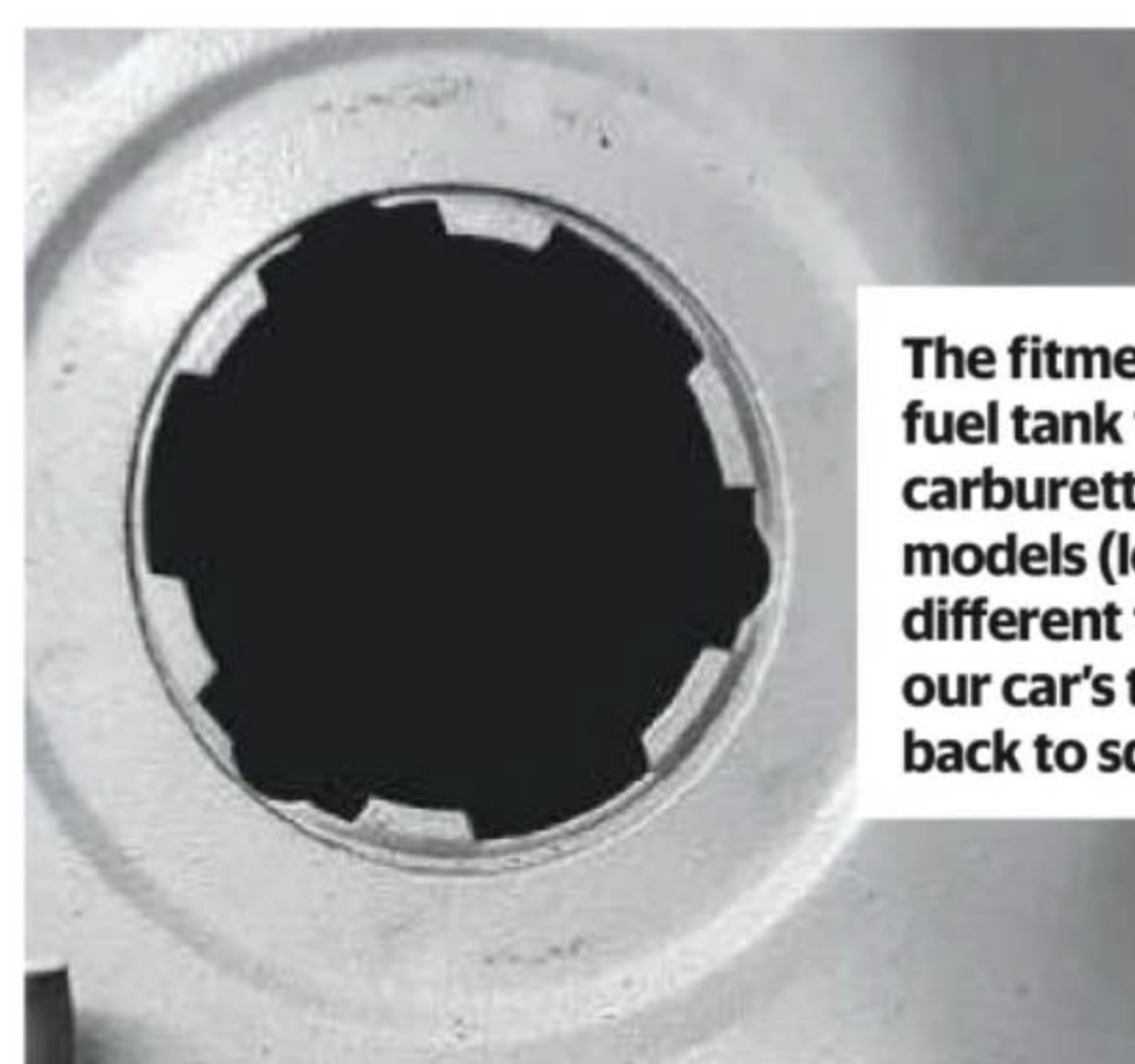
What's gone wrong It needs another new fuel tank...



DAVID SIMISTER You'll have noticed that the Volkswagen Polo I've been driving this week bears an uncanny resemblance to our Mitsubishi Galant – but that's what happens when all of your cars are simultaneously out of action.

It all started so promisingly. Rewind back to New Year's Day and one of the many classic fans I bumped into at Vintage Stony was Henrik Atkins-Maher, who had brought along his 1991 Derby saloon, which shares our car's 1.3-litre engine. It turned out that he'd had exactly the same problem with the filler neck on his car's fuel tank starting to corrode and seep fuel, but he'd managed to get hold of a replacement for rather less than the £260 that I'd been quoted.

Keen to get the Polo back in action as soon as possible, I ventured onto eBay as soon as I got back home, took up Henrik's advice and quickly found a replacement from German specialist, ATP, for a rather more reasonable £53. I received confirmation, the following morning, that it had been despatched to my mate's garage on Merseyside – all I had to do now was wait.



The fitments on the fuel tank for earlier, carburettor-equipped models (left) are different to the ones on our car's tank, so we're back to square one.



Or so I thought. Barely a week later I took my 21-year-old Toyota Avensis to Footman James' Coffee and Chrome meet (CCW, 22 January) only to return to it later to find it straddling a rainbow-coloured lake. A pipe running to the oil cooler had split, and while the AA was able to muster a limp-it-home temporary repair, it was clear that it would be off the road for a few days while the necessary parts were sent out.

So, both of my daily drivers had been consigned to the sin bin within the space of a week, and since my MX-5 and Scimitar GTE are also temporarily off the road, I ended up snatching the keys to our recently-fettled Galant for the week instead.

The good news for events editor Charlie Calderwood – the Galant's usual custodian – is that it didn't put a foot wrong in a week of commuting between CCW's Peterborough offices and my home in Lincolnshire. I think I would have run out of patience if a third sub-£1k hack had conked out

in the space of a week, but J768 BAL did itself proud by chewing through mile after trouble-free mile.

The Toyota's spare parts landed five days later and it was back on the road after a quick oil and filter change. It wasn't long before the phone rang with news of the Polo, too, but unfortunately it wasn't the news I'd been hoping for.

A box-fresh fuel tank had certainly arrived intact from Germany – but opening the box revealed that the one I'd been sent was for an earlier carburettor-equipped Polo, not the fuel injection system that our car has. ATP supplies both versions – but it was back to square one for now, and another week of waiting around for a Bavarian box to land at a garage in the North West.

So the Polo's going to have to be Galant-shaped for another week. Though that's probably not necessarily a bad thing given that the Mitsubishi is crying out for a few more adventures...



Our VW's tired old fuel tank looks almost identical to the German-supplied replacement – but the latter is for an earlier car than our 1992 1.3 CL. Back to the drawing board, then...



Fellow Polo MkII fan, Henrik Atkins-Maher, who owns this 1991 Derby saloon, helped David out with valuable know-how on how to tackle JMA's leaky fuel tank.

NEXT WEEK The Galant's ski hatch steps, er, gallantly into the breach when transporting a bulky piece of furniture turns out to be beyond the capabilities of Charlie's daily driver BMW



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THE WEEK IN DEALS

**RICHARD BARNETT'S
WEEK OF LOOKING
AT THE MARKET**

WEDNESDAY

This evening I'm down at the local in Burry Port for catch-up with Silverstone Auctions' Arwel Richard. Pleasingly (and unsurprisingly) the auction industry is very much a people business that thrives on conversations by telephone or face-to-face, rather than email. Undoubtedly the internet has had a good effect but it's good to know that people still want to talk to each other. More of that please.

SATURDAY

I wake the larks up with an extremely early start to my drive to King's Lynn for ACA's sale. I'm there before 8am and people are already queuing up to get in an hour later. Come noon when the sale starts the best way to describe the throng is super-sized, and if it's not the biggest number of people there it's surely in the top three – it's hardly surprising when you consider that there were around 600 people for viewing the previous afternoon. It's pretty cold and grey, but with this number of people and most cars getting away under the hammer, what a great start to the year.



TEMPTING DEALS OUT

Charterhouse says that it's gearing up for a busy start at the Great Western classic show. But what's on offer?

Charterhouse is all set to kick off the 2020 sales roster at Shepton Mallet's Royal Bath and West Showground on 9 February as part of the Great Western Classic Car Show.

Although this is perhaps one of the best-served parts of the country when it comes to sales, Charterhouse has strengthened its presence in the classic auction calendar by offering regular classics alongside pre-war cars, modern classics and projects, and tends to do particularly well with Minis.

Charterhouse's auctioneer and associate director, Matthew Whitney, said that the sale was part



of a busy month that included a motorcycle sale on 2 February, where star lots included a 1958 BSA Goldstar.

He said: 'The highlight for me, and again a top British marque, is a 1973 Rolls-Royce Silver Shadow, originally supplied by the legendary Jack Barclay Ltd. of London.'

'This Rolls-Royce is finished in the very unusual colour of garnet with a tan leather interior and has covered just 51,000 miles from new. With only six owners in 47 years, and in current ownership since 2001, it is in wonderful original condition.'

Particularly choice lots offered among the short, but sweet list of cars include a 1967 Jaguar 420 and a

1986 Jaguar XJ-S 3.6 Coupé, both of which tap into Charterhouse punters' taste. The 2001 MG TF shouldn't have trouble selling and the new owner shouldn't be bothered by depreciation woes with values surely now at the bottom of the curve.

Richard Barnett
01935 812277
charterhouse-auction.com

...AND THE REST OF THE CLASSICS ON OFFER

YEAR/MAKE/MODEL	ESTIMATE
1941/42 Austin K2 tipper	£10,000-15,000
1986 Jaguar XJ-S 3.6 fhc	£8000-10,000
1991 Mazda Eunos Roadster	£1800-2200
2001 MG TF	£1100-1300
1966 Morris Mini	£3000-4000
1966 Saab 96	£1000-1200
2001 Volkswagen Golf Cabriolet	£7000-1000



THE BUYS CATCHING BARNETT'S EYE...

1967 JAGUAR 420 ESTIMATE £3000-4000

Many marque fans have long preferred the S-type and the 420 to the Mk2 – not because of their relative rarity but because of their better handling and ride, which set the bar for later Jaguar saloons. This 39,000-miles-from-new 420 manual's vendor has owned it since 1980 and it has had two previous owners. Dry-stored since its last MoT test expired in March 1980, the car is now ready for re-commissioning, but described as 'highly original'. It definitely warrants a closer look.



1973 ROLLS-ROYCE SILVER SHADOW ESTIMATE £10,000- 12,000

The classic market continues to love the Shadow, despite its sometimes fiendish running costs, and cars with a well-documented past will rightfully command a premium over those suffering a paucity of paperwork. The vendor has owned this Garnet-over-tan example – sold new by Jack Barclay – since 2001 and has covered 51,000 miles from new.



1956 LAND ROVER 86" ESTIMATE £15,000-18,000

While the serious market brouhaha surrounding Land Rovers has largely evaporated, the market has returned to a more sane position, with enthusiasts rather than speculators setting prices. Bought by the vendor in 2014, just after receiving a body-off restoration, Charterhouse's Land Rover, with a £15,000-18,000 estimate, looks like a desirable and highly-tempting prospect.



CLASSIFIED GEMS

Cars that
caught our
eye in this
week's ads

MORRIS MINOR 1000



1956, 20,000 miles, £4000, Rolling restoration, tax exempt. MoT December 2020, vehicle driven regularly, owned since June 2016, full service history from 2016, underside solid. 07955 903779, Larkhall

p52

Morris Minor

We'd be interested to find out what further work's needed to finish this 'rolling restoration', but the voluntary MoT and service history and solid underside are good signs. Keenly priced, too.

TRIUMPH HERALD 1200



1966, 65,005 miles, £1500 or best offer. Engine runs and drives, mechanically sound brakes work complete good interior needs bodywork tidying up and re-spray 07788 170878, Hampshire

p56

Triumph Herald

A Herald in good running order for £1500 is definitely a tempting proposition, but look carefully at what needs tidying up. Find out how the chassis is – this could be the key with this 1200.

AUSTIN MAESTRO



1987, £750, Manual, 1.3 City X, good condition, 6 months MoT, owned for 5 years, selling as no need for it anymore, all receipts available since I have owned (none before) 07922 583573, Staffs

p62

Austin Maestro

We reckon this Maestro's worth a look at this sort of money, because you'll be able to glean how much it's been cared for from all its receipts. Check it carefully, but this could be a bargain '80s classic.



THIS WEEK'S HIGHLIGHTS

'It's early days for Charterhouse, but as always I'd expect to see a flurry of late entries as the sale date draws near. Nevertheless, the Garnet-coloured Silver Shadow looks hugely tempting.'

RICHARD BARNETT, MARKETS EDITOR



p32

Buying Guide: What to look for when buying the stylish Stag



p36

Cash-free Classics: Why the Landie SIII is a safe financial bet



p49

Chasing Cars: V12 Aston muscle for less than £40k...interested?

WEST



Charterhouse's first 2020 sale is to coincide with the Great Western Classic Car Show.



AUCTION CALENDAR

31 JANUARY SWVA, Ringwood Road, Parkstone, Poole, Dorset BH14 0RG ■ **01202 745466** ■ swva.co.uk

8 FEBRUARY Mathewsons, Pickering Road, Thornton-le-Dale, Pickering, N. Yorks. YO18 7LH ■ **01751 474455** ■ mathewsons.co.uk

9 FEBRUARY Charterhouse, Bath & West Showground, Shepton Mallet, Somerset BA4 6QN ■ **01935 812277** ■ charterhouse-auction.com

15 FEBRUARY Richard Edmonds, Bristol Road, Allington, Kent SN14 6LJ ■ **01249 444544** ■ richardedmondsauctions.com

22 FEBRUARY Coys, London Classic Car Show, Olympia, Hammersmith Road, Kensington, London W14 8UX ■ **020 8614 7888** ■ coys.co.uk

22 FEBRUARY Morris Leslie, Errol Airfield, Errol, Perth PH2 7TB ■ **01821 642574** ■ morrisleslie.com

22-23 FEBRUARY Silverstone Auctions, Race Retro Classic & Competition Car Sale, Stoneleigh Park, Coventry, Warks. CV8 2LG ■ **01926 691141** ■ silverstoneauctions.com

25 FEBRUARY Barons Classic Winter Warmer, Sandown Park Racecourse, Surrey KT10 9AJ ■ **023 8066 8413** ■ barons-auctions.com

4 MARCH Brightwells Classic and Vintage, Leominster, Herefordshire HR6 0DE ■ **01568 611122** ■ brightwells.com

WELL BOUGHT



A smart Strada deal

Our expert on why this Fiat sold for below estimate

CAR 1979 Fiat Strada 75CL SOLD £2576 ORIGINAL ESTIMATE £3000-4000, Brightwells, 27 November

RICHARD BARNETT
MARKETS EDITOR



There wasn't much competition for it among bidders.

For those wanting something more recent, useful and affordable, cars like Brightwells' Strada make great sense. While there is a small following for cars like these, prices aren't exorbitant, thanks to the number of people chasing such models. And that means that buying something obscure needn't break the bank.

It's rare, so snapping it up made perfect sense.

A performance version will come to market very, very occasionally, but unlike Golf Mk1s, for example, the Strada is hardly a common sight. As the catalogue noted: 'Let's face it, nobody else has got one!'

The history helped its case.

It was pretty good, beginning when it was sold through Canterbury's Martin

Walker in October 1979. There are three service stamps in the book up to 1991 and 23,940 miles. It changed hands in 1996 at 34,350 miles and then again in 2013 at 45,500 miles. It was exported to Ireland a year later, where it stayed until coming to auction, and it was offered having covered 47,250 miles from new. Brightwells noted that it came with a NOVA number, which would help get its original UK registration number back.

The condition alone made it worth buying.

Stradas didn't suffer from rust any more than, say, Fords or Vauxhalls.

This car's 40-years-old paint was still extremely presentable, retained factory-fresh panel fit and the faded grey plastic bumpers showed no cracking. The interior was in generally good order, too; the seat facings needed a clean, but the door cards and dashboard were perfectly good.

It's proof decent cars needn't cost the earth.

We'll finish as we started – decent-condition usable rarity needn't cost a fortune. The lower regions of the £3000-4000 estimate were fair, but this Strada was definitely well bought at the price paid.

How this Fiat Strada compares

CONCOURS	£5000-6500
GOOD	£3000-4000
USABLE	£1500-3000
PROJECT	£1000-1500
THIS CAR	£2576

CLASSIC RISERS

VAUXHALL LOTUS CARLTON (1990-92)

We've seen plenty of these Hethel-tweaked supersaloons being advertised with big price tags but the increases in value have

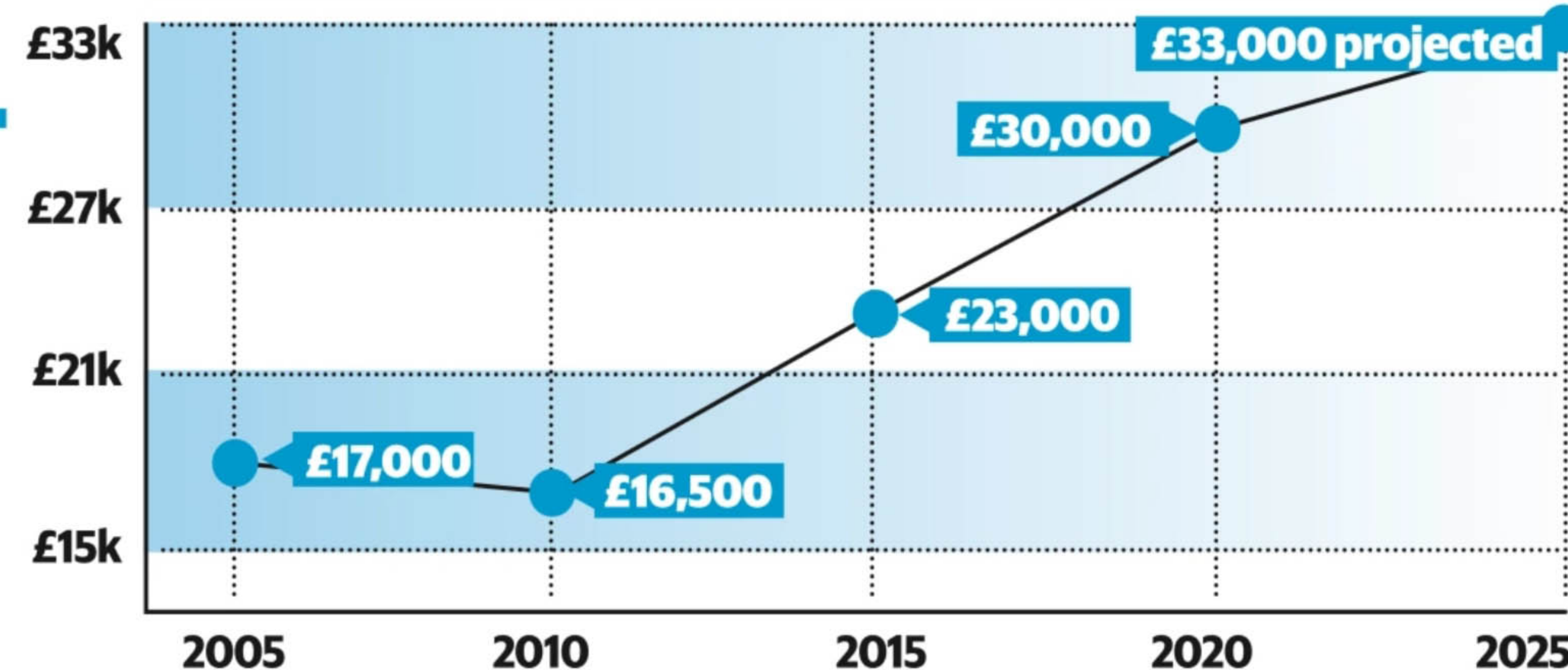
been fairly steady when you look at what typical – as opposed to exceptional – examples are making at auction. Had you bought one 15 years ago you'd have been able to pick it up for around £15-20k, whereas the same car would now set you back around £30-35k.

THE CCW VIEW

Three Lotus Carltons appeared at auction last year with £40k+ estimates and didn't sell, suggesting that buyers aren't prepared to pay top dollar for a car unless it's exceptional, like the one that Silverstone sold in 2018 for a record £78,750. Prices will likely increase as buyers who lusted after them come into the market, but don't expect any spectacular spikes. David Simister



VALUES 2005-25: PICKING UP SPEED



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CLASSIC CAR AUCTION



MG B GT 1971
68,340 MILES FROM NEW
3 OWNERS



MERCEDES SLK 230 1999
37,890 MILES FROM NEW
GOOD HISTORY FILE



CHEVROLET CAPITOL 1927
SOLD WITH NO RESERVE
RESTORATION IMAGES



CADILLAC LASALLE 50 SERIES 1938
OUT OF THIS WORLD!
COMPLETELY RESTORED



DAIMLER DS LIMO 1986
SOLD WITH NO RESERVE
DUE TO LACK OF STORAGE



MG M TYPE 1930
RECENT ENGINE OVERHAUL
COSTING OVER £11,500



MORRIS MINOR CONVERTIBLE 1967
ONE LADY OWNER FROM NEW
PRICED TO SELL



MG YB 1953
LOTS OF RECENT WORK
CARRIED OUT



MORRIS MINI COOPER 1969
RESTORED IN 2014
VERY PRESENTABLE



MERCEDES S430 AUTO 1999
GOOD HISTORY
WELL MAINTAINED



BENTLEY TURBO R 1985
96,722 MILES FROM NEW
29 SERVICE STAMPS



JAGUAR XJ6 4.0 1990
48,206 MILES FROM NEW
2 OWNERS



JAGUAR XK8 COUPE 2000
12 SERVICE STAMPS
GOOD VALUE FOR MONEY



BMW 840 CI AUTO 1997
PRIVATE PLATE INCLUDED
IN SALE



PORSCHE BOXSTER S TIP 2000
LOTS OF MONEY SPENT ON
RECENT MAINTENANCE



FORD CORTINA 1600E 1970
RESTORED 2 YEARS AGO
MANY NEW PARTS



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PLUS VEHICLE ESTIMATES

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ROLLS ROYCE 25/30 LIMOUSINE 1937
COACHWORK BY WINDOVERS
RESTORED IN 2002



BENTLEY SPECIAL 1950
STUNNING EXAMPLE BEING SOLD
DUE TO OWNER MOVING ABROAD



TRIUMPH STAG AUTO 1974
RECENTLY RESTORED
STAG-WEBBER CONVERSION



TVR CHIMAERA 1998
64,400 MILES FROM NEW
FULL SPECIALIST HISTORY



JAGUAR 240 MK2 1968
FULLY RESTORED OVER 5 YEARS
SEE WEBSITE FOR DETAILS



CHEVROLET CORVETTE 1987
71,417 MILES FROM NEW
GOOD HISTORY FILE



WOLSELEY 1500 1958
OLDER RESTORATION
GOOD EXAMPLE



TRIUMPH VITESSE CONVERTIBLE 1969
GOOD EXAMPLE
RARELY USED HENCE SALE



BMW 316 AUTO 1982
LAST REGISTERED KEEPER
SINCE 1989



TRIUMPH 2000 1975
SOLD WITH NO RESERVE



JAGUAR XJ6 1972
4 OWNERS AND
59,000 MILES FROM NEW



ROVER MINI COOPER 1.3i 1992
RESTORED OVER 4 YEARS BY
THE VENDOR

OUR PICK OF THE WEEK



JAGUAR XK8 COUPE AUTO 1998
9879 MILES FROM NEW
FULL SERVICE HISTORY

WWW.SWVA.CO.UK

QUALITY NOT QUANTITY



BUYING GUIDE

TRIUMPH STAG

It might be half a century since the stylish Stag hit the road, but it remains a very tempting proposition today. We say now is the time to pick up a good deal

The Stag's Michelotti design started life as a styling exercise in the mid-1960s, but 'Project Stag' was launched as a production car on 9 June 1970. Not only did it have a great name, but the four-seater body and T-bar roof provided both space and wind-in-the-hair motoring, while the new car's credentials as a comfortable cruiser was cemented by the adoption of a torquey 3.0-litre V8 engine.

This was the only model to employ the new engine – essentially formed from a pair of Triumph Dolomite blocks – which would go on to garner a troublesome reputation. That's not something to worry about today when proper maintenance deals with any foibles, but it did tarnish the Stag's reputation somewhat.

In any case, it's worth focusing on the fact that Triumph's new car was pretty advanced, boasting standard power-assisted steering and all-

round independent suspension. That made for wieldy handling and allowed owners to deploy the available power with confidence (the ultra-rare Ferguson four-wheel drive cars were better still). It's just as enjoyable five decades on.

Unfortunately, US buyers weren't quite so enamoured, prompting Triumph to withdraw the Stag from the American market in 1973. That was the same year the MkII arrived, boasting tweaks to the exterior

styling and cabin, along with a higher compression ratio for the engine.

More detail changes followed over the next few years, including standard alloy wheels (from 1976) and a switch from Borg Warner 35 automatic gearbox to the Borg Warner 65 in 1977.

'It was advanced, with PAS and all-independent suspension'

Sales were waning, though, and that same year saw production end after 25,939 examples had been made.

There are still plenty of Stags to choose from today, so what's stopping you from bagging your own classic British tourer?

WORDS Chris Randall PHOTOGRAPHY Magic Car Pics



Interior trim is easy to find, but a full refit can be £1000 or more.

LOOK OUT FOR TRIM TROUBLE

A slightly shabby interior isn't a deal-breaker on an otherwise sound car, but be wary of anything really decrepit. Finding seat covers and carpets is easy, but replacing the lot with quality items could easily cost £1000. Check the condition of the woodwork while

you're at it. A tatty, ill-fitting hood or perished seals means the potential for rot-inducing water leaks (a new mohair item is £500-600) and be sure to check its condition if it's hidden beneath a hard-top. Not all cars had these, so it's a bonus if fitted, but ensure that it's not damaged or corroded.



WHAT TO LOOK FOR

CHECK THE TRANSMISSION

Tired synchromesh and whining layshaft bearings aside, the manual gearbox rarely gives cause for concern. The overdrive – changed to the J-type unit on later cars – should switch in and out promptly, most problems being caused by a low oil level or electrical glitches. The Borg Warner automatics are robust, but the usual caveats about ancient, blackened fluid and jerky gear shifts apply. Look for oil leaks too – not forgetting the back axle, which can suffer from a blocked breather pipe.

BRAKES AND SUSPENSION

There's really not much to worry about with the brakes or suspension, assuming regular maintenance hasn't been ignored. Major components are inexpensive and easy to find and a DIY overhaul of either system isn't difficult. Check for damaged driveshaft couplings – reconditioned shafts are around £200 each – and wheel hubs/bearings, though, and leaking power-steering pipework; budget around £200 for a reconditioned rack; replacement pumps are a bit less.

CHECK IT UNDERNEATH

Play close attention to any Stag's nether regions, concentrating on chassis outriggers, jacking points, subframe and suspension mounts and the crossmember beneath the radiator. A thorough check of the cabin and boot floor is a must, especially if you suspect water ingress – look beneath the carpets and the base of the rear seat to be certain. And make sure that heavily-applied undersealing gunk isn't masking rot beneath. While you're there, check for a corroded fuel tank; an aluminium replacement is around £600.

WHY I LOVE MY TRIUMPH STAG

TONY LAPWORTH

Stag Owners' Club Committee Chairman, Tony, says: 'I've owned my 1975 Stag for around 13 years'.

'I joined the club before buying a car, and found this one for sale in the club magazine. The members were really helpful when it came to advice, and I bought this one as soon as I saw it.

'It was in very good condition, and probably the best I'd seen, so I knew that it was the right car for me. Apart from replacement door cards, it needed nothing doing to it and has proved to be very good ever since. In fact, I'd say that it has been trouble-free.

'The engine had been professionally overhauled three or four years before I got it, and it had been converted from an automatic transmission to a manual.

'I bought it at around 50,000 miles and it has now done 125,000, undertaking a few continental trips every year.

'I've made a few modifications and improvements to the suspension and front brakes, and removed the rear seats to give more luggage space because it's used for touring.

'If you buy the right car to begin with and maintain it properly, a Stag should prove very reliable.'



5 WAYS TO MAKE IT BETTER

1 COOLING CURES

It's important to establish the root cause of any overheating before swapping parts, but there are plenty of ways to improve the system. Around £500 bags an uprated aluminium radiator, and the £640 electric water pump conversion from EJ Ward is well worth considering. Finish it all off with upgraded silicone hoses.

2 IMPROVE THE DRIVE

The Stag suffers from the infamous 'Triumph Twitch' caused by the driveshaft splines locking up – modified shafts are the answer. CV-jointed items are dearer – around £1000 for the pair – but you can buy modified shafts that are 'Rilsan' coated to prevent sticking

for nearer half that sum. They can be greased to improve longevity.

3 UPGRADED BRAKES AND SUSPENSION

Swapping the standard brakes for larger vented items is possible, as is converting to rear discs, but the bill will exceed £1000. A cheaper option, and fine for standard road use, are better pads like EBC Green Stuff for around £50. You could also firm up the suspension with better dampers, and consider polyurethane bushes for sharper responses.

4 A BETTER 'BOX

Russell Lewis and Clive Tate from the Stag Owners' Club have developed an automatic transmission conversion using the

ZF four-speed unit. Costing around £3600, it's proved very popular. And while primarily intended to replace the original three-speed auto, it's also suitable for converting manual cars, though the cost is higher. It's very tempting for the improved cruising ability and economy.

5 USEFUL MODS

There are plenty of more affordable ways to improve your Stag. A spin-on oil filter conversion is a sensible move that makes servicing more convenient, and only costs around £60. A simple electronic ignition system isn't much more to buy, either, and makes for better starting and reliability.

**CCW's
Triumph Stags
FOR SALE**

**Up for grabs
on p56**



THE CCW VIEW

CHRIS RANDALL,
CONTRIBUTOR

'The combination of style and that burbling V8 is very enticing, and when you factor in seating for four and ample luggage space... well, the package just gets better. And if you need any further convincing, there's

also excellent club support and specialist back-up.

'I'd think hard before taking on a rusty project because it could get very involved and expensive, but with plenty of cars out there finding a good one won't be difficult. It's a cracking British classic.'

EXAMINE THE ELECTRICS

Electrical issues are likely to be caused by perished wiring and/or corroded connectors, both of which can prove frustrating to track down and remedy. Check that everything works, especially the electric windows; if lubrication or a check of the wiring doesn't sort any lack of operation, then specialists can supply a replacement mechanism or motor at a reasonable cost. Ensure that any modifications or upgrades that affect the electrics have been done to a safe standard, too.

HOW'S THAT V8?

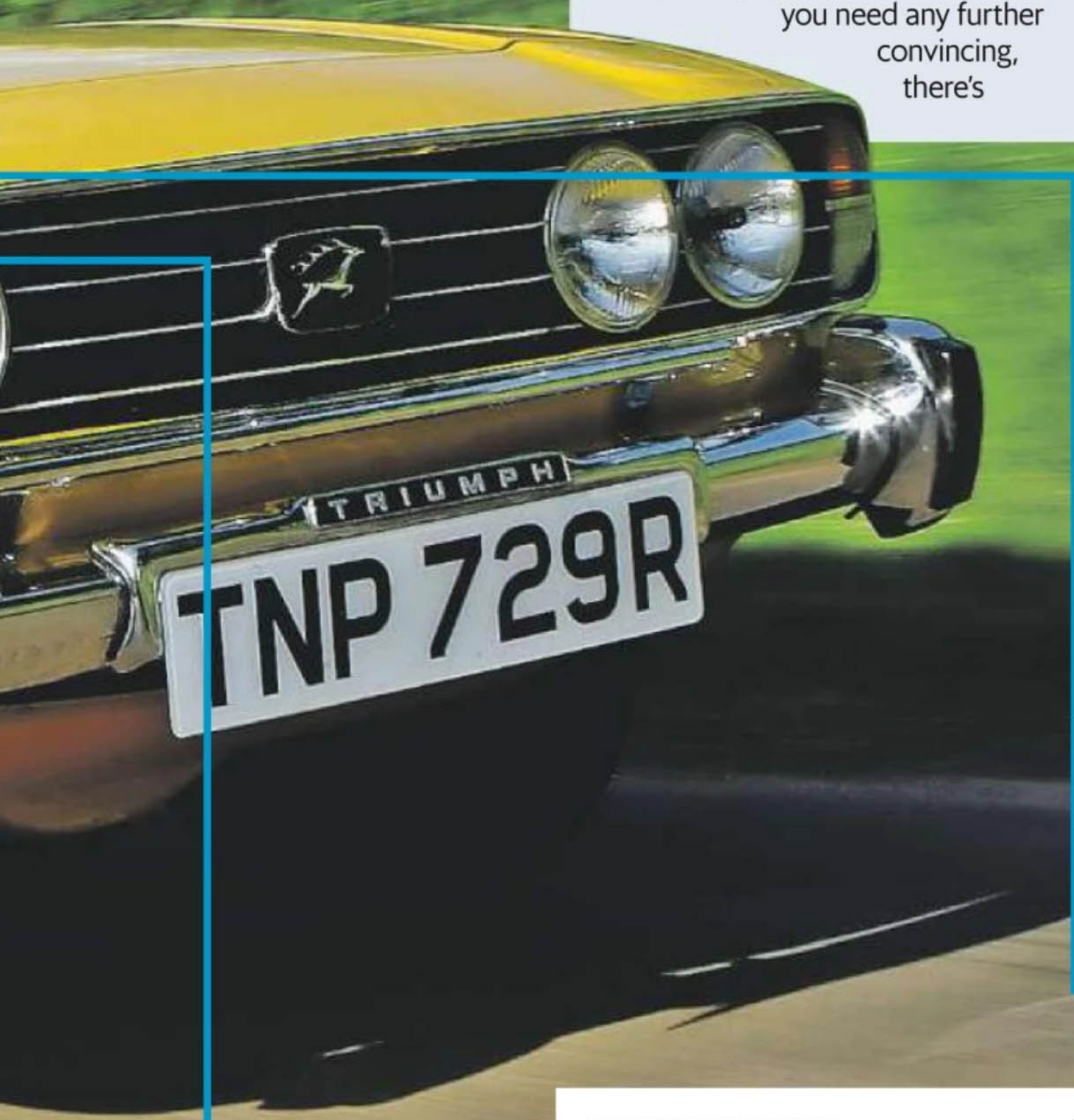
Most of the original V8's cooling troubles stemmed from poor maintenance, so there's no reason for one to be troublesome today. Watch for any oil filler 'mayonnaise' and signs of a leaky cylinder head gasket, but the key is an annual flush and renewal of the coolant, which

staves off corrosion of the alloy heads, and subsequent silting. As for the rest, look for oil leaks from perished gaskets and for the rattle of worn timing chains; replacing them every 25-30k miles is best. Ensure that oil pressure reaches 40-50psi and change the oil and filter every 3000 miles.

THE ROVER ROUTE

Apart from any impact on values – and preferences on originality – a Rover V8 conversion is fine, but ensure that it has been done well. While a tough engine, it's wise to examine it for oil leaks, cooling issues and cylinder head gasket trouble. Again, 3000-mile oil changes are best to prevent top-end

wear and sludged hydraulic tappets. The fuel and ignition systems on both V8s are straightforward; they rarely give trouble unless neglected, and there's a raft of upgrades to improve performance and reliability. An engine that doesn't run cleanly could be ready for a carburettor overhaul – it's a job that you can tackle yourself with an affordable kit.



ANY RUST TROUBLE?

Many Stags have been restored by now – establish how well it was done, looking for evidence of filler, sagging doors and wonky shut-lines – but there are still numerous rot-spots to examine. The front panel behind the headlamps, front inner and outer wings, A-posts and wheel arches can all succumb to tin-worm, as can the battery tray, valances, sills and door bottoms. The edges of the bonnet and boot lid are known to get frilly, too. There's a good supply of panels and repair sections, but major restoration gets expensive unless you're handy with a welder. Don't forget the condition of chrome trim, either.



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PRICE WATCH

Concours	£25,000-30,000
Excellent	£18,000-20,000
Usable	£8000-10,000
Project	£2000-4000

After a fairly sharp rise, values have been pretty static for the last 18 months/two years. The very best Rover V8 conversions can fetch similar money to standard cars, but average ones are worth around 20 per cent less.

CLUBS & SPECIALISTS

Stag Owners' Club, stag.org.uk
Mike Papworth Triumph Parts,
W Midlands, 024 76644499
David Manners, W Midlands.
0121 544 4040, jagspares.co.uk
Southern Triumph Services,
B'mouth. 01202 423 687,
southerntriumph.co.uk
TRGB, Cambridgeshire.
01487 842168, trgb.co.uk

PARTS PRICES

Front wing	£420
Front bumper	£588
Reconditioned engine	£4194
Timing chain kit	£95.94
Brake servo (recon.)	£162
Window motor (recon.)	£75

(Prices from Robsport International)

SPECIFICATIONS

Engine	2997cc/V8/OHC
Power	145bhp@5500rpm
Torque	170lb ft@3500rpm
Maximum speed	117mph
0-60mph	10.5sec
Fuel consumption	20-25mpg
Transmission	RWD, four-speed manual/three-speed automatic

HOW MANY LEFT?

For Stags registered 1970-78, 5616 cars are licensed for the road with a further 2621 on SORN.

INSURANCE QUOTE

1975 Triumph Stag, worth £15,000.
Standard quote: £80.20 or £98.20 with agreed value.

Quotes based on a 45-year-old marketing manager, access to another car, no claims or convictions, no modifications, club member, 3000 miles per year, living in SP2 OHL.
Disclaimer: Policy benefits, features and discounts offered may vary between insurance schemes or cover selected and are subject to underwriting criteria. An additional charge may be payable.



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TRIUMPH STAGS FOR SALE classiccarsforsale.co.uk

1974 TRIUMPH STAG MkII, £7000 A rebuild that needs finishing off, but a lot of work has already been done. Runs, drives and temptingly priced.

1973 TRIUMPH STAG MkII, £14,900 ONO An auto that's covered 75k miles. It had a bare-metal respray in 2009. Tahiti Blue.

1975 TRIUMPH STAG MkII, £24,995 Said to be a show-winner, previously restored to concours standard. Fitted with a ZF four-speed auto upgrade.



Triumph V8 timing chains need changing every 25-30k miles.



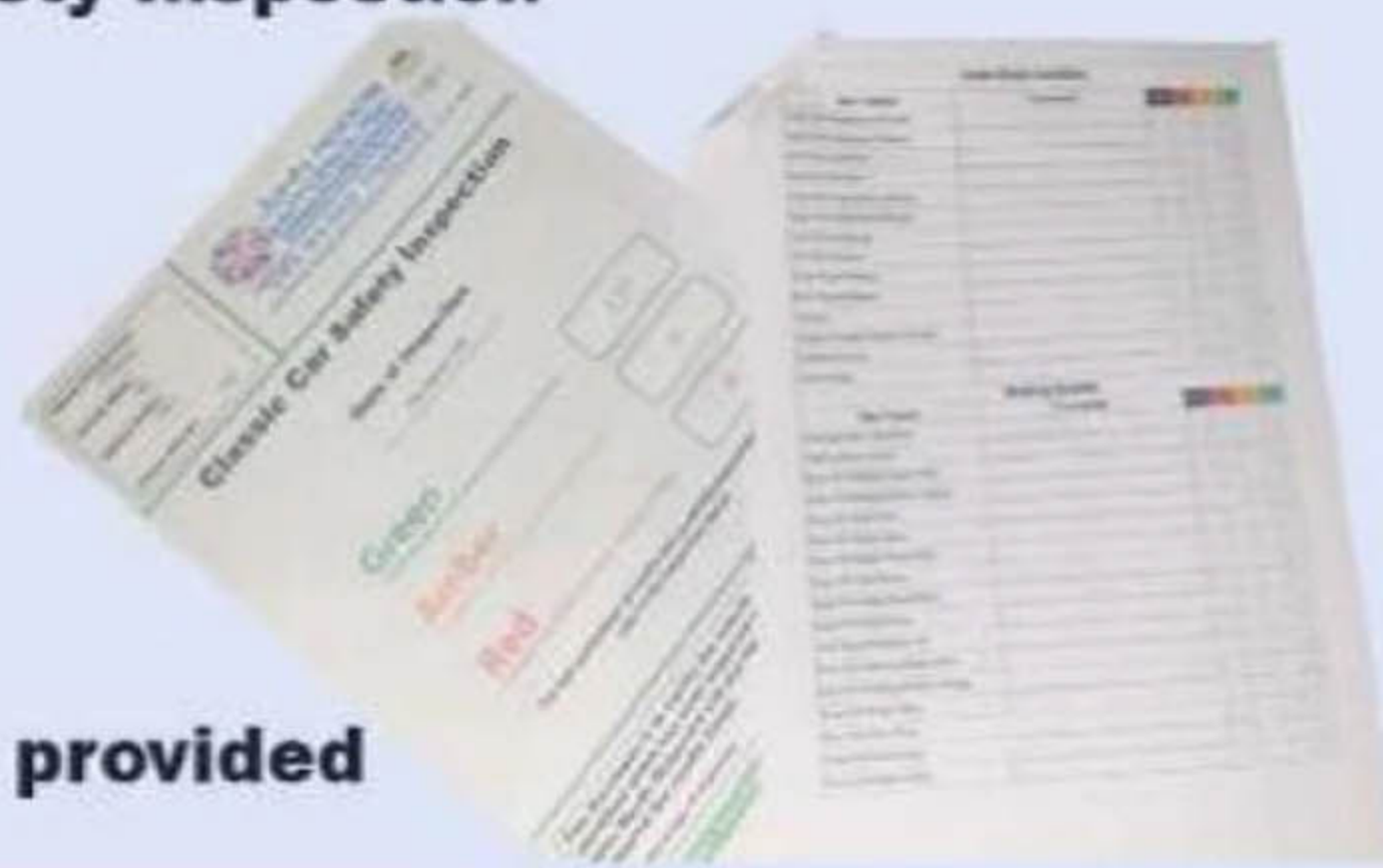
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mike.papworth1@btopenworld.com

Morris Leslie

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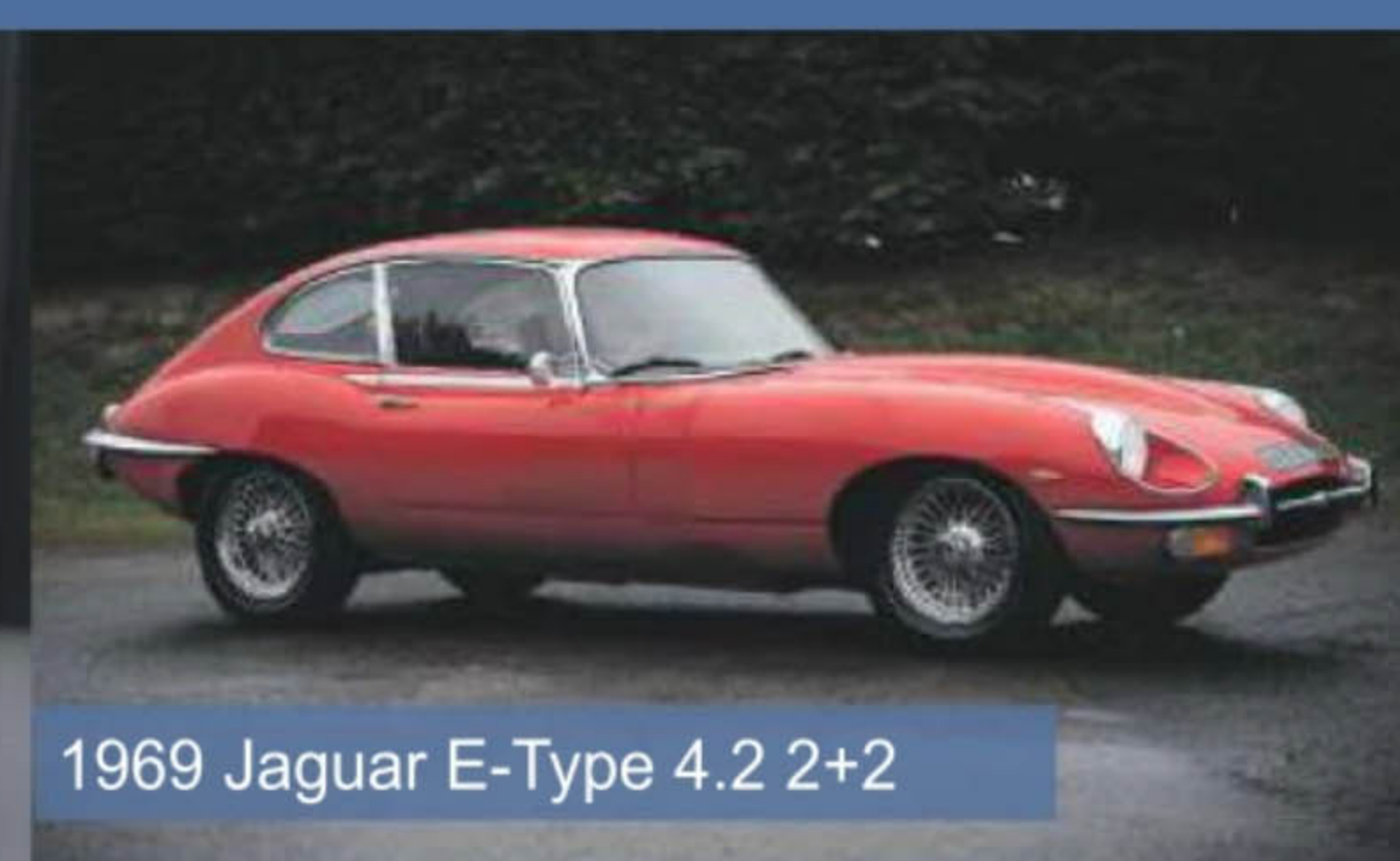
CLASSIC VEHICLE AUCTION

11.00am Saturday 22nd February 2020 | Errol Airfield, Errol, Perth PH2 7TB



1969 Triumph TR250

Guide Price: £25,000 - £27,000



1969 Jaguar E-Type 4.2 2+2

Guide Price: £30,000 - £34,000



1968 Ford Cortina Lotus

Guide Price: £23,000 - £28,000



1966 Austin Mini Cooper

Guide Price: £20,000 - £25,000



1964 Ford Cortina Lotus

Guide Price: £32,000 - £36,000

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CASH-FREE CLASSICS

LAND ROVER SERIES III

Now is a great time to hop aboard this timeless British classic. Super-sturdy, endless fun – and there's a good chance that you'll get your money back when you sell. Here's what you need to know...

If you think a Defender is primitive, wait 'til you get behind the wheel of its predecessor – but for enthusiasts, that's the whole point. The Series III is the last iteration of the leaf-sprung Land Rover before coil springs became *de rigueur*. Unassisted steering, a choppy ride, horrendous noise... luxurious they are not. But they are enormous fun, universally adored and hugely practical when there's work to do.

Choose a Series III over earlier models for its all-synchromesh gearbox, servo-assisted drum brakes and updated dashboard that offers a modicum of crash safety. These are among the last of the old utility Land Rovers to gain attention from collectors, so if there's any more appreciation still to be had from 'leafers', the IIIs will get the lion's share.

Restored properly, a Series III may command £20k or more, but at this price you won't be able to have much fun with it without lowering the value. After all, you wouldn't throw the dogs in the back of a Jaguar E-type and go greenlaning, would you?

They tend to soldier on no matter what, but that can be their undoing, giving owners an excuse for shoddy maintenance. As such, choose one that's received an older restoration on a galvanized chassis and bulkhead, and which has been enthusiast-owned since to keep your investment safe.

The other route to 'cash-free' ownership is to find an original, unrestored example, preferably with original paint; long-term desirability is assured, but it might need frequent tinkering to stay reliable, and you'll need to work to keep the rust at bay. **Theo Ford-Sagers**

WHAT'S THE HISTORY?

A lot of old Landies are 'bitsas', so original vehicles stand out, especially if they've have a weather-beaten patina. Documented use by the military, AA, police, utility companies, or intrepid overlanders can all help to give an old Land Rover its character.

WHAT TO PAY
£5000-18,000



HOW'S THE ENGINE?

Most are four-cylinder petrols – rugged and smooth at low revs but 'busy' on the motorway. The diesel is sluggish but characterful. In both cases, check for blue exhaust smoke indicating internal wear, and inspect the coolant, which is often old and silted or the wrong type.

CHECK THE BRAKES

Corroded chrome swivels on the insides of the front hubs are costly and labour-intensive to replace. Dodgy braking is usually due to wheel cylinders seizing with lack of use, especially if the car is driven off-road, but walk away from a car with a worn chassis-mounted steering relay.

DOES LOW RANGE WORK?

Ensure that low range (red lever) and 4WD (yellow knob) engage. Too much backlash in the transmission may be fairly cheap to sort (UJs or drive flanges), but might cost hundreds to fix if it's coming from either of the differentials. Beware diffs that have sucked in water.

SEARCH FOR RUST

Chassis rot wherever dirt gets trapped, especially along the top, under the spring mounts and around the rear crossmember. Ensure that the welds around replacement sections are solid. Bulkheads rust around the footwells and top corners below the windscreen.

ENGINE 2286cc/4-cyl/OHC **POWER** 77bhp@4250rpm **TORQUE** 124lb ft@2500rpm **MAXIMUM SPEED** 69mph **0-60MPH** 29sec **FUEL CONSUMPTION** 18-23mpg **GEARBOX** Selectable 4WD, four-speed manual

THREE WE'VE SEEN THIS WEEK



1984 LAND ROVER SERIES III 109in £5000

Restored ten years ago, this ex-military car has been with the same family ever since. Its value shouldn't drop thanks to its RAF insignia, gun rack, full military history and apparently genuine 7k miles! **BUY IT FROM** Private seller, 07747 245304, classiccarsforsale.co.uk



1973 LAND ROVER SERIES III 88in £7650

This III is described as being in 'good working condition'. Recent work has been done to the chassis, along with other expenditure, including a new carb and new springs all round. **BUY IT FROM** Private seller, 01334 656069, classiccarsforsale.co.uk



1976 LAND ROVER SERIES III 88in £18,500

A gamble – it's in Italy (so LHD) and not cheap. But it is rare to find this combination of originality and desirable Station Wagon configuration in such lovely condition. **BUY IT FROM** DG Classic Cars, +00 39 3276 830986, dgclassiccars.com

WHAT WE RECKON

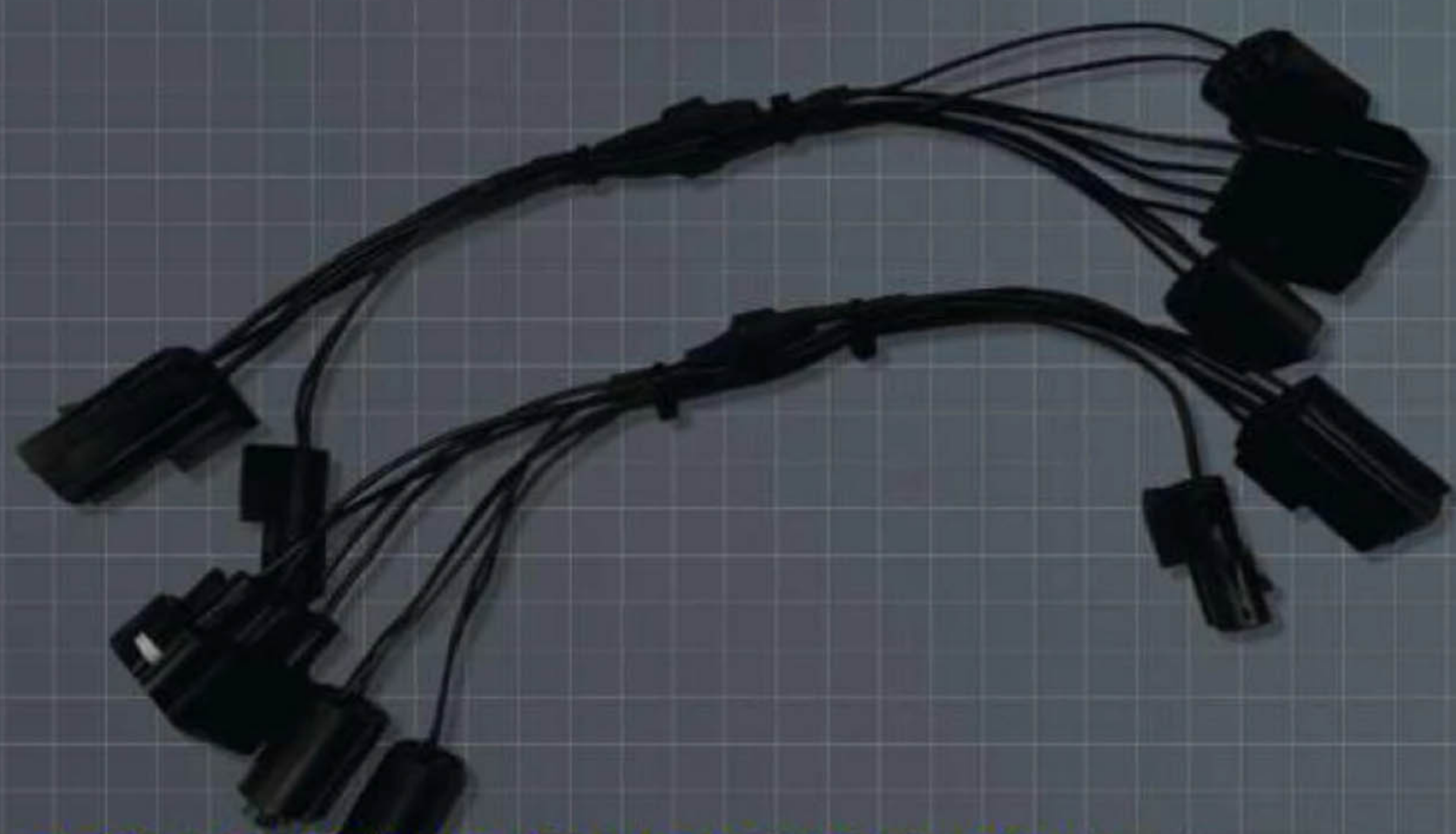


DAVID SIMISTER EDITOR

'It feels like I spent most of my childhood bouncing up and down green lanes in Series IIIs and picked up the Land Rover "bug" at an early age. I've long had a soft spot for them as a result. You can pick up pristine examples, but for me that's missing the point – you'd never want to use one in its natural habitat. Much better to spend £5-10k on a usable one, look after it and enjoy it.'

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- **Simtek (UK)** Lancashire, 01706 854857, simtekuk.co.uk
- **Hayward 4x4** Norfolk, 01328 823882, haywardrevive.com
- **Toylander** Monmouthshire, 01291 626141, toylander.com



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See page 63 of this issue

AC

COBRA 289 REPLICA



£29,500, Tax exempt 3.9 V8 5 speed discs all round LSD full weather equipment owned 22 years, sale due to ill health, please call 01803 551383, Devon

ALFA ROMEO

GTV 916



2000, 122,000 miles, £2,500, Good condition, leather good, new cambelt kit, water pump, alternator & balance belts all replaced last year, tyres & exhaust good, MoT Dec 2020, maintained by Alfa Specialist 07939 588021, Devon

146



1995, 102000 miles, £1695, Very good condition, 10 months MoT no advisories, boxer engine, never welded, no warning lights on, all works as it should, big service history, 156 alloys. 07718 302896, Axminster

GTV



2002, 112295 miles, £1950, GTV number plate and teledials, mileage will rise slightly as the car is used regularly, owned this car since May 2015, invoices, MoT is until 27th April. 07720 020247, Catshill

GTV



2001, 127500 miles, £1250, MoT, service history, drives well, engine is perky, gearbox is precise, steering is eager, 3 keys, spare wheel present, all dials and warning lights work. 07876 232135, Oxford

ASTON MARTIN

DB7 VANTAGE



£33,950, Finished in the desirable colour combination of Malvern Silver with parchment over charcoal trim, this Vantage has covered just 52000 miles with three previous owners and with full service history 01993 849610, Great Horwood (T) www.oselli.com

DBS SIX CYLINDER



1968, £175,000, Finished in Burgundy with new tan interior the car is presented in very good order and mechanically first class condition with engine rebuilt some 7000 miles ago 01993 849610, Great Horwood (T) www.oselli.com

V8 LHD



1980, 9,250 miles, £170,000, 5.3ltr, 23rd produced out of 650, European chrome bumpers and rear panel spec car, very original condition, little history, fully serviced & MoT tested, suto, black leather interior 01993 849610, Great Horwood (T) www.oselli.com

V8 SERIES 3



1974, 97,500 miles, £120,000, 5spd manual gbox, quad over-head cam V8, stunning, all matching numbers, restored cream leather interior, superbly maintained throughout ownership. Bodywork, paint and mechanicals great condition 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

VANTAGE V600



1998, 28,000 miles, Royal blue metallic with parchment piped blue leather and dark blue carpets 01993 849610, Great Horwood (T) www.oselli.com

AUDI

100



1986, 139808 miles, £2700, Very rare with Kamei x 1 tuning, garaged for 5 years, very good technical condition, driven from Lithuania to UK without any issues. 07448 022174, Wolverhampton

AUSTIN

MINI



1983, 53,847 miles, £4,250, ono, City E. Overall in good condition. Always serviced. Very useable and roadworthy. No advisories. Viewing recommended. Jack. 07580 521253, Matlock

MINI



1989, 63,000 miles, £6,995, ono, Beautiful Mini Mayfair restored in 2019 after over 6 years off the road. MoT June 2020. Many new parts fitted including cooper steel wheels, brake disc conversion on front, Invoices for £1000's spent. 07715 499961, Oxfordshire

MINI 30TH ANNIVERSARY



1989, 50,000 miles, £4,995, Open to offers, Genuine car has been welded, current MoT, refurbished alloys, original half leather trim, solid example, has had lots of refurbishment, receipts and lots of previous MoTs, starts and drives no faults 07811 210990, 01772 467979, Lancashire

PRINCESS



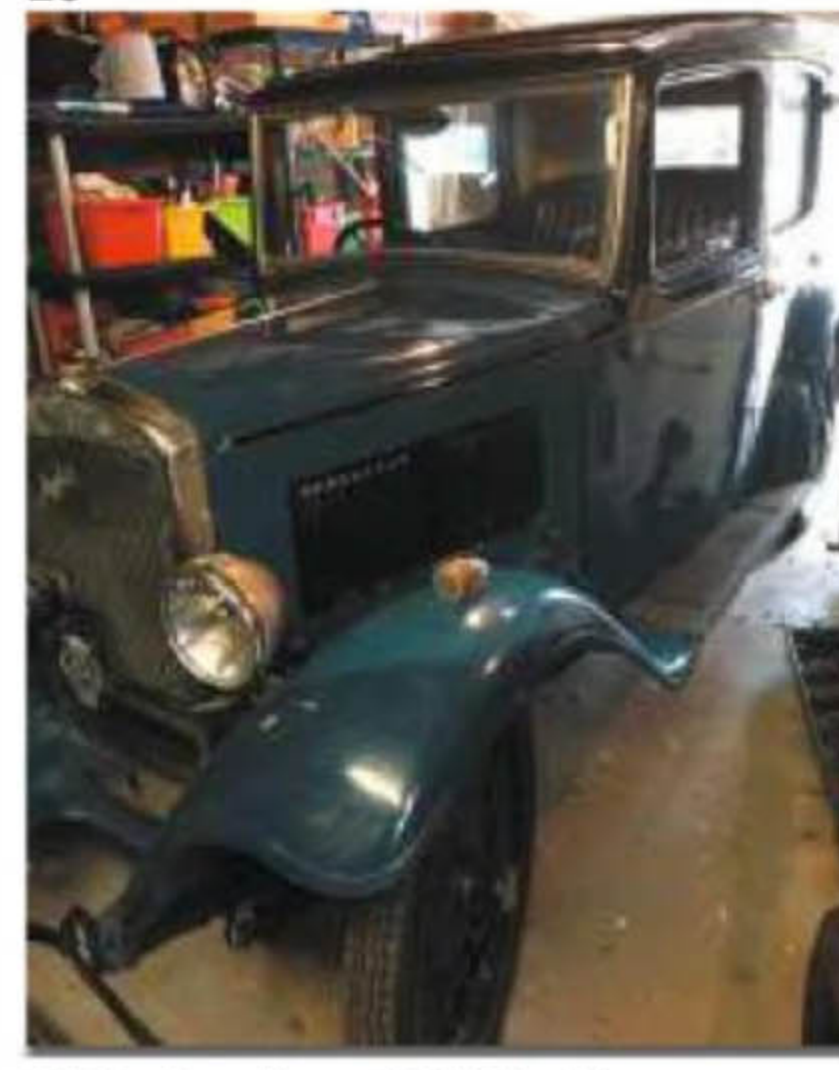
1979, 74000 miles, £4500, Current owner since 1985, restored in the mid-90s and recently fully recommissioned, high spec model, current MoT runs until May 2020. 07887 548830, Pulborough

A35



1957, £1750, Very sound body, 2 door, new complete clutch, exhaust, master cylinder and braking system, new alternator conversion, new headlining. 01934 751216, Bleadon

10



1933, 0 miles, £6000, New carpets, battery, fuel pump, tyres, reconditioned starter motor, fuel tank carburettor and fuel lines cleaned, lights, horn, brakes all work. 01303 894240, Old Hawkinge

MINI



1989, 86500 miles, £4000, Modified, real carbon, electronic ignition, very large history and receipts file, lots of money spent, uprated and improved in almost every way, structurally solid. 07923 341619, Dunbar

MINI



1989, 63000 miles, £6995, MoT June 2020, restored in 2019 after 6 years off the road, many £1000s spent on bodywork & mechanics, drives & looks great, please call for more details. 07715 499961, Bicester

MINI



1991, 77200 miles, £5495, Fully rebuilt & resprayed 3 years ago, all standard & not modified, alloy wheels, very good condition, no rust or bubbles, always garaged when not in use. 07526 149555, Fulwood

7



1937, 2284 miles, £17950, Superb, in excellent condition, craftsman built some years ago to the very highest of standards, photographic record in comprehensive history file. 07585 152129, Melbourne

METRO



1993, 22845 miles, £1750, 5 door, excellent condition, no rust, new cambelt and water pump fitted recently, MoT Aug 20, please call for more information. 07711 991247, Poole

10 4-DOOR



1932, £9,995, Chassis number G1782, in blue/black, dark leather trim, 4 speed, manual, restored over a number of years, four doors, one former keeper 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

AUSTIN-HEALEY

3000 MK1 4 SEATER

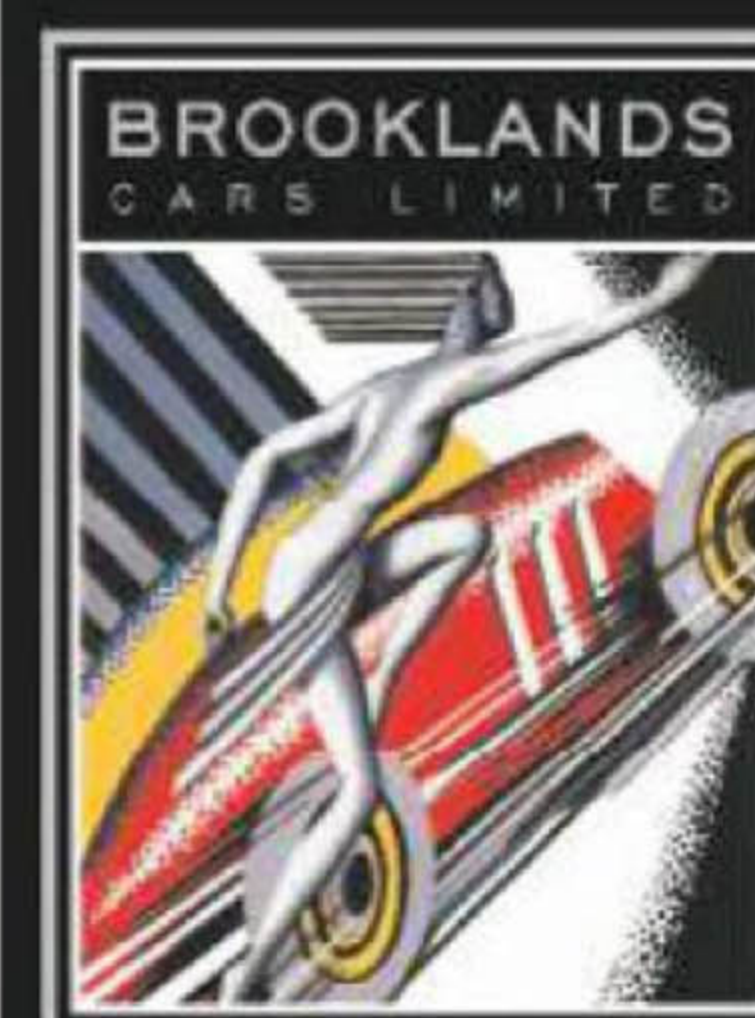


1959, 95,000 miles, £45,000, ono, Owned for 8 yrs. substantially rebuilt early 90s, still very nice, done much European touring, excellent weather equipment, wires and good working overdrive, ready to drive without any further work. 07931 357630, West Yorkshire

3000 MK3 B18



1964, £69,500, ono, Manual/od, concours, just completed, unleaded, new iris blue leather interior + mohair hood + more, walnut dash, low owners, matching numbers, photographic history, rust proof, superb, trial welcome 07840 400569, Bristol



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DAVID SIMISTER EDITOR



PLUS FOUR OF BRITAIN'S LATEST CLASSIC CAR BUYS EXPERTLY REVIEWED
p49 Aston Martin DB7 Vantage V12 **p51** Borgward Isabella Combi **p53** MGB Roadster **p55** Toyota Camry GL

100/4



1953, 26,461 miles, £59,950. In extremely original, unrestored condition, the interior has the original blue leather seats, older replacement carpets to the front and gearbox tunnel, mechanically the car is in very good order 01534 864073, Jersey (T)

3000



1965, 82000 miles, £37500. Very original car, never restored, original interior, hood and possibly paintwork, rust free with superb body, heritage certificate, matching numbers, new MoT. 07973 379057, Lechlade

3000



1959, 99999 miles, £15000. 4 seater, in complete and suitable condition for full restoration, comes with factory certificate, matching numbers, almost complete with all original parts. +393475407503, London

BENTLEY

3 1/2 LITRE THRUPP & MABERLY SPORTS SALOON



1934, £72,500. An attractive and stylish car in fine condition, tastefully finished in very deep green, handsome design, swage lines, quarter bumpers, large sunroof 01248 602649, Gwynedd (T) www.realcar.co.uk

4 1/4 LITRE PARK WARD SPORTS SALOON



1937, £69,500. A smart and sound example, very good all-round condition and benefiting from a great deal of attention by the last owner, in the 1990s, was re-painted and fully re-upholstered, remaining very smart 01248 602649, Gwynedd (T) www.realcar.co.uk

AZURE



1996, 56,000 miles, £53,950. Magnolia hide piped French Navy, full service history, the most popular colour combination, dark blue mohair hood, extras inc Bentley logos in the door caps, burr walnut inlay panels to both doors. 01737 844999, Surrey (T) www.rsand.co.uk

EIGHT



1985, 103,000 miles, £2,500, ono. Grey in colour, runner, on SORN, MoT last expired 27/08/2020, recent new carpets, interior refurbish, new brakes, good project car, more information on request 07585 355024, 01659 74698, South Lanarkshire

S2 FOUR DOOR SPORTS SALOON



1962, The car is finished in its original colour scheme of Shell grey and Dawn blue, complimented by good chrome work. The interior is attractive, with refurbished blue/grey leather and new carpets 01248 602649, Gwynedd (T) www.realcar.co.uk

TURBO RL



1997, 47,000 miles, £21,500. This Turbo LWB is in excellent condition both Cosmetically and mechanically Diamond Blue Silver with Contrasting Cotswold hide piped Magnolia 01737 844999, Surrey (T) www.rsand.co.uk

CONTINENTAL GT 6.0 W12



2004, 80,000 miles, £19,999. 2 door auto, power steering, electric windows, remote central locking, alloy wheels, abs brakes, stereo and CD player, heated seats 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

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CONTINENTAL T 420 BHP



1998, 28,000 miles, £104,950, This Continental T has a very low mileage and a full service history it is in excellent condition, finished in Silver Pearl with light Grey hide and contrasting Slate piping, 01737 844999, Surrey (T) www.rsande.co.uk

S1 STANDARD STEEL SALOON



1956, £48,950, Very original condition, very good service history, we sent it to the present owner in 1997, fitted with power steering 01737 844999, Surrey (T) www.rsande.co.uk

CONTINENTAL GT



2005, 6100 miles, £39995, 1 owner from new, maintained regardless of cost, full 15 Bentley main dealer service stamps in it's history book, extensive file, everything works perfectly. 07971736412, Newcastle upon Tyne

BMC

VANDAN PLAS 4 LITRE PRINCESS



1966, 78,000 miles, £7,250, ovno, 4. litre beige brown paint, new tyres rechrome bumpers new carpets, original interior and paint, looks and drives beautiful, V5, manuals and jack 07956 543421, 01689 812998, Kent

BMW

318I AUTO TOURER



1993, 117,000 miles, £3,750, ono, Laguna green, tinted rear windows, mot till Nov.2020. Good condition, drives well, only 2 previous owners been well maintained and looked after during my 12 year ownership. Reluctant sale 07779 374217, Holland on sea

E46 328 SE TOURING AUTO



2000, 124,000 miles, £2,150, Rare Fern green metallic colour Cream leather Refurbished alloys Auto box oil & filter changed lovely car in good condition MoT April 2020, service history 01453 885431, 07802 679960, Gloucestershire

520 E34



1991, 26,000 miles, £6,000, This car has come in from Japan and is just superb 07879 498715, Berkshire

ALPINA



2002, 107600 miles, £12996, Comprehensive history, full restoration carried out by myself, recent service carried out, number plate not included. 07970 034891, Leicester

6 SERIES



1985, 114571 miles, £2500, Good engine and body, I've had the car for 10 years, needs nearside suspension strut 07949 022172, Northolt

3 SERIES



1990, 80000 miles, £4375, Well maintained, huge history file, 30 year old car so not perfect, price includes spare drivers door (non rusty unlike on car-see photo), better than average. 07719 865850, Sible Hedingham

323



1998, 109466 miles, £2800, Modern Classic, rare Saffron Yellow interior, lovingly kept in our family, beautiful to drive and maintain, FSH with regular services, 12 months MoT. 07974 349145, London

3 SERIES



1999, 63000 miles, £1500, Full service history, 2 owner, immaculate condition, sadly a non starter, Stone Grey leather interior, SORN, log book, paperwork, 2 keys etc. 07956 989815, London

E32

1989, 175000 miles, £2950, Owned car just over 28 years, lots of money has been spent, brand new BMW differential, complete professional gearbox rebuild, MoT till Nov 2020, very reliable. 07753 690776, Little Sutton

320



1988, 137000 miles, £4700, Lots of work carried out by professional mechanic, rust free, please call for more information. 0207 2290841, London

3 SERIES



1984, 14000 miles, £11750, One lady owner, loads of old MoTs, receipts for previous work, is in excellent condition inside and out, drives superb, been maintained regardless of cost. 07826 516731, Slough

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528I SE AUTO



2000, 112,239 miles, £2,495, Open to offers, showroom condition, cream leather, original phone in car, FSH, long MoT, 20 years old looks and drives like a 2 year old, it's not cheap the best never is, tel, more pics 01204 521185, 07851 732747, Lancashire

BRISTOL

411 AUTO



1972, £69,500, Nice example, recent total engine and g/ box rebuild with complete restoration of body & interior, major service, brake overhaul, extensive bills/history, dark red leather interior, rare, appreciating 01794 390895, Hants/Wilts (T) www.ivorbleaneyclassiccars.co.uk

406



1961, 66,000 miles, £49,995, 1 of only 175 built. A stunning car. Hand built, largely in aluminium, finished in deep maroon with grey leather interior. Comprehensive service history. Had a fortune spent on it over the years 07794 477785, Bath (T) www.fenderbroad.com

BUGATTI

TYPE 35



1966, 70,000 miles, £24,995, Bugatti evocation built by Mike King racing. All alloy body and wings. Triumph 2.5 straight six, 4 speed. Side exhaust. Correct historic registration. Value for money. 07944 269635, Lancashire

CADILLAC

DE VILLE



1959, 53500 miles, £29995, Sharp looking car, totally rust free car, had a repaint in the last 7 years and is looking very nice, starts first time and drives very smooth, everything works. 07535 271800, Wickford

DE VILLE



1959, 55500 miles, £42995, Absolutely beautiful condition, lived most of its life in California, all numbers matching car, totally rust free, new fuel tank 2 years ago, flooring is all original. 07517 990245, Wickford

CHEVROLET

CAMARO



1973, 500 miles, £42995, 4 speed, fully restored underside as good as body, brand new Stroker 383 engine, show condition, would take classic in part exchange, less than 500 miles. 07788 526569

SUBURBAN



2000, 73000 miles, £5500, 8 Seater, 6.5 Litre V8 diesel, Holden Australia eighth generation version of the famous American Chevrolet/GMC Suburban, no expense spared. 07752 392387, Glasgow

CHRYSLER

3000C 5.7 V8 4 DOOR AUTO



2005, 74,412 miles, £7,999, Automatic, power steering, electric sunroof, remote central locking, comes with 2 keys, cruise control, heated seats 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

CITROËN

D SPECIAL



1971, 56,000 miles, £7,000, ono, MoT and tax exempt. Needs some TLC to body and seat covers to finish off. Consider exchange for Hillman Minx, Humber Sceptre, Singer Gazelle 07970 851382, Essex

CX25 GTI RHD



1988, 85,800 miles, £19,995, Front wheel drive transmission, modified engine, originally British car, recently serviced by Brody Engineering 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

2CV



1988, 41800 miles, £5600, Paris built Dolly, one owner for over 30 years, it has a galvanised chassis and is in near original condition, always garaged, has FSH and an MoT. 01308 862480, Beaminstor

2CV



1986, 38000 miles, £9450, In excellent condition, virtually fully restored, please call for more information. 0207 2290841, London

COMMER

DELIVER EXPRESS VAN



1955, £12,995, In green with red leather, 31000 miles from new, excellent condition 01202 709407, Dorset (T) www.panoramabay.co.uk

DAIMLER

X140



1994, 116,500 miles, £1,600, ono, petrol 4.0 auto, sea frost, MoT Oct 2020, never been welded, needs a bit of TLC, not using car enough, owned car 13 years 07768 369619, 07836 295923, Lincoln

SOVEREIGN 420



1967, 53,000 miles, £36,750, Finished in golden sand with cherry red hide interior, automatic power steering, badge bar, chrome wire wheels, stereo, superb classic, drives excellent, excellent value for this appreciating classic 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

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SOVEREIGN



1986, 69475 miles, £7900, Dream car of my dad's, he bought in the UK, currently on Dutch license plates, predominantly used on sunny days, stored in his garage in the Netherlands. 00 316 52596077, Voorburg

DELAUNAY

BELLEVILLE 24CV



1911, 100 miles, Solid structure of car, original condition throughout 110 years of ownership, full length hood folding away, open drive cockpit with folding or removable screen, upholstered in buttoned black leather. 01908 270672, 07889 805432, www.classicmobilia.com, Bucks (T)

DODGE

VIPER



1992, 9000 miles, £45995, 1 previous Spanish owner, with less than 9000 miles, all previous Spanish MoTs and service documents, handbooks etc, more pics and info on request. 07788 526569

CHARGER



2008, 146000 miles, £10500, Ex Chief of Police's car, I brought this car into the UK in 2018, have had all 4 tyres replaced, all decals have been replaced, all lights and sirens work, no smoke. 07584 668664, Leeds

EVANTE

MKI



1988, 38000 miles, £12750, Built by Vegantune inspired by Lotus Elan, owned this car since 1997, complete history with receipts for thousands of pounds, MoT Sept 2020. 07957 909317, Addlestone

FERRARI

F50



1997, LHD, 5,591 miles only, one owner from new, complete with its original stamped service book 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

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REPLICA 250



1973, 103000 miles, £69000, Recreation replica, one of the best looking, the work has been done to a very high standard, correct lights all round, MoT and tax exempt. 07958 481459, Croydon

355



1996, 17100 miles, £75000, Stored for the last 6 years, serviced and cambelts before being stored, full service history, just had new battery fitted, starts first time, great all round condition. 07977140468, Bridgnorth

FIAT

500



1972, 41,126 miles, £12,950, It's a pleasurable car to drive, with the later 650cc, Fiat 126 engine and synchro-mesh gearbox, black leather interior 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

850 SPORT



1971, 71,628 miles, £12,950, Body excellent, black interior in excellent condition, mechanically very good, current MoT, extensive body restoration, bare metal respray, brake & engine overhaul, 4 spd gbox, with literature 01534 864073, Jersey (T) <http://www.leriche.com>

X/19 GROUP 4 RALLY COUPE



1974, £15,000, 4spd manual gbox, 1.3ltr, race ready interior, professionally maintained, preparing for UK registration, flared wheel arches, rally spotlights, roll cage, handles superbly well, responsive throttle, 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

GIARDINIERA



1971, 72000 miles, £8500, New MoT, owned since 2004, lovely condition, featured in Dave Randles book, driven to Turin for the launch of the new Fiat 500, lots of spare parts. 07921 402331, Thornbury

500



1963, 93000 miles, £22000, Registered car from new, excellent condition, history file dating back, photo file of extensive work, original service book, hand books, show documents, V5. 07930611727, Crawley

FORD

THUNDERBIRD

1956, £15,000, ono, Hardtop unfinished project good engine / bodywork plenty of spares needs someone to finish off project due to illness quick sale or exchange 64/66 Mustang soft top, British motorbike 500/650cc 1960/70 01934 642383, Somerset

CONSUL CAPRI



1962, £13,000, ovno, Convertible with 1340cc pre-crossflow engine, twin-choke Weber carb, brake servo, Lotus 5.51 steel wheels with whitewalls. Conversion undertaken in the 1980s and is a one-off done to a high standard. 07738 633246, Staffordshire

COUGAR V6 2.5



2000, 98,000 miles, £2,400, ono, Show condition, new sub-frame, battery, tyres. FSH. All work. 12 months MoT. Taxed. Great intro classic. No rust. Waxoiled. Reluctant sale owing to property move. Manual. Drives beautifully. V60 CGR plate incl 07966 401914, Worthing

CORTINA



1983, £2,850, 1.6 litre, Crusader estate, 5 speed g/box, unleaded, beige with grey fabric trim + wood door trim, MoT'd 1 year 07446 860989, Dundee

ESCORT



1993, 35,791 miles, £2,997, 1.8 diesel turbo, 1 previous owner, full Ford service history, MoT'd, immaculate original condition, best any where. 07583 242285, Preston

ESCORT RS2000 MK6

1996, £4,500, ono, White, 17 alloys, lowered suspension, mongoose exhaust, new tyres, new brakes, loads of history, MoT August 2020, garaged last 4 years 01685 375253, Wales

F100 LTI V8 PICKUP



1964, 32,000 miles, £18,995, Custom built with Chevy LT1 5.7 V8 fuel injection, Finished in an amazing custom Patina satin lacquered paint finish, New wheels with chrome trims and hubcaps, new wide tyres 01992 827157, 07711 630348, Jersey (T) www.totalheadturners.com

FIESTA

2005, £100, ST, leather interior in black, immaculate condition, please call 07510 171711, Bristol

FOCUS ESTATE



2000, 47,000 miles, Open to offers, Auto, MoT Feb 2020, good condition for year, selling as purchased new car, registration worth some money, sensible offers, car on SORN 01280 701266, Northamptonshire

GPW JEEP



1943, £7,500, Runs and drives ok but needs restoration, this is just one of the many world war 2 vehicles we have in stock at AMD Four Wheel Drive Ltd. Please phone. 01530 230023, AMD Four Wheel Drive, Leics (T)

MONDEO

2006, 173,000 miles, £2,150, ST turbo diesel estate, 2.2, 12 months MoT, 6 speed manual, ink blue, black leather interior, air con, cd player, privacy glass, dvd player, alloys, VGC, more details please call 023 92253900, Portsmouth

PILOT V8



1950, 45,000 miles, £13,000, ono, Very original car, never welded, no rust, lovely interior, waxoiled, oil filter upgrade, quiet engine, tyres as new, drives well, owned 8 years, retirement sale 01535 644493, 07977 565239, west Yorkshire

SIERRA 3 DOOR



1983, £26,000, Ford development vehicle, copy of Australine race car, 2.0 LT 5 speed, 205 engine, owned 20 years, 3rd owner, old MoT documents, garaged, on SORN last 2 years. 01702 511707, Essex

ZEPHYR MK2 SALOON



1960, 145,000 miles, £10,495, ono, Red interior, MoT April but will MoT again, used for weddings since my purchase 8 years ago, kept and maintained well as history shows, genuine reason for sale, waxoiled original sills & doors, 07710 307880, Southampton

ZODIAC MK3



1963, Granada engine V6, long paper history, over £4000 spent, custom made s/steel exhaust & propshaft, MoT & tax exempt, full service, spares included, drives superb, serious enquiries only 07743 344618, Dorset

CAPRI

1973, 89000 miles, £18000, Two careful owners, always garaged and cherished, I have owned it for 26 years, solid bodywork, no issues with rust as been sealed, good paintwork. 07846572693, Harpenden

PILOT

1950, 64500 miles, £6000, Now in pieces, the local garage having stripped it down for a respray, gone into receivership, probably worth £11,000 to £16,000 when complete, bargain. 07939 030466, Castle Donington

MUSTANG



1968, 40000 miles, £20000, The car is in good condition, currently use it as my daily driver, however i am leaving the country so looking to sell, please call for more information. 07456 318528, London

ESCORT



1988, 68000 miles, £10000, 80 spec, owned since 2009, done around 4,000 miles in that time, cam belt & steering rack replaced, QuickSilver stainless exhaust. 07814 176347, Ilminster

ESCORT



1986, 84400 miles, £1450, Car is sound, runs and drives well, ready for daily use, been serviced regularly over the years, all totally original, no known mechanical faults. 07745 813879, Grantham

CAPRI



1986, 135000 miles, £3800, Good condition but needs some TLC, MoT runs out on 20/1/2020, new clutch, new rear bumper, new steering rack and steering coupling. 07714 227129, Kinross

FIESTA



1986, 49800 miles, £3250, Original beauty, in superb unmolested condition, in my ownership since 2013, MoT in September which passed with no advisories, no dents or rust, runs/drives. 0161 7488186, Urmston

CAPRI



1983, 100000 miles, £16950, Stunning inside & out, 200 bhp, performance s/s exhaust, deep dish Revolution alloys, no cracks in dashboard, MoT May. 07307 659357, Sheffield

ESCORT



1996, 77000 miles, £1400, One owner from new, always garaged, nice condition, PAS, service history, drives well, clean car. 02380 462390, Southampton

CAPRI



1985, 67000 miles, £21995, FSH, full MoT, no advisories, full documentation, rustproofed from new, 15" RS alloys, a lovely honest car. 07721 690681, Liverpool

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ESCORT



1989, 57000 miles, £10000, 1600i convertible with rattle snake body kit. Rare model with low mileage. Has had a major overhaul. Sold with full service & new MoT. 07709 255550, Thatcham

ESCORT



1982, 80500 miles, £20000, Beautiful example, early, very rare, been loved by its recent owners, recently had a full engine rebuild, MoT until 02 October 2020, bodywork/ paintwork exceptional. 074832 67015, Rayleigh

SIERRA



1984, 93000 miles, £1950, Been in shed 14 years, well worth fixing for road, all original even metal number plates, I've owned car for 24 years, needs welding, windscreen cracked. 07775 633064, Carnoustie

PUMA



2000, 42826 miles, £1995, Own this up and coming appreciating modern classic, super clean interior, has been dry stored previously, body in excellent condition for age, no rust. 07785 936180, Canvey Island

ESCORT



1979, 50000 miles, £7500, Unfinished project, many new parts, owned for last 13 years, totally stripped down to the shell to make into a track/road car, in my garage 2 years. 07885 489168, Peterborough

CORTINA



1981, 27000 miles, £3000, Mark 5, mint condition, no work done to the car, please call for more information. 07871698175, South Shields

MUSTANG SHELBY



2008, 46500 miles, £31995, Absolute monster, so much money sunk into it, 11 months MoT, custom tuned, 4 new tyres about 1500 miles ago, new wipers 2 weeks ago, flamer kit installed. 07527 346249, South Molton

ESCORT



1993, 35791 miles, £2997, 1.8 diesel turbo, 1 previous owner, full Ford service history, MoT'd, immaculate original condition, best any where. 07583 242285

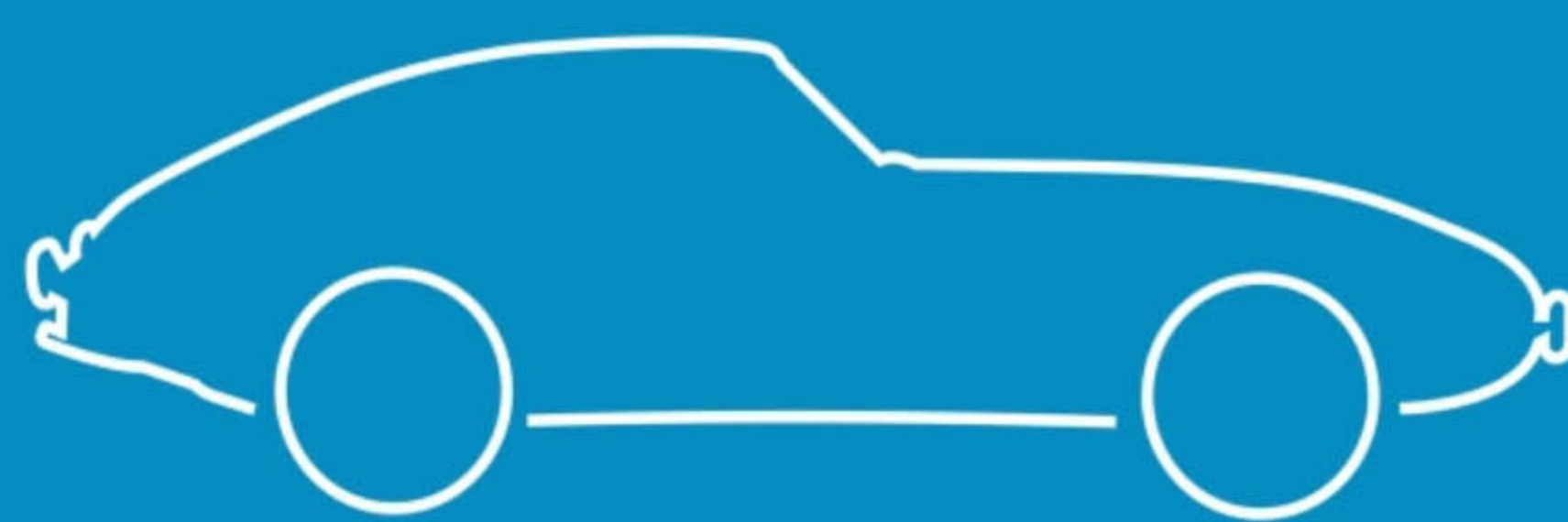
HEALEY

SILVERSTONE



1949, 10,000 miles, £145,000, Car was totally restored and is in outstanding condition and exceptional attention to detail, manual, red, 2 litre. Black interior trim. 01908 270672, www.classicmobilia.com, Bucks (T)

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HILLMAN

SUPER MINX



1963, 55,000 miles, £26,500, This very rare model is finished in Glacier white with superb cherry red interior with piping/matching convertible top, original radio, personal number plate, driver superb, amazing condition 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

HONDA

PRELUDE



1990, 85670 miles, £4500, I have owned almost 5 years, lots of history, wants for nothing, always been garaged, in excellent condition throughout, looks fantastic. 07863179535, Edinburgh

HUMBER

PULLMAN MK 2



1949, Call for price(s), 1949 Mk 2 Humber Pullman, partly completed restoration project. Engine and gearbox rebuilt, all bodywork panels present with necessary mechanical parts to finish the job. Interior requires work. 01304 822409, 07712 161657, Dover

HAWK



1961, 97,000 miles, £3,500, ovno, Part restored, serviced & maintained. Manual, 4 speed with overdrive. New callipers, discs, shoes, tyres, break servo, water pump, radiator, sender electrics, o/s sill & wing, battery, perfect engine 07743 344618, Dorset

ISUZU

TROOPER



1991, 128600 miles, £4950, Rear/four/low ratio drive, serviced, improved, I was hoping this was going to be my forever car but left leg demands auto, extensive resto in 2016. 07845 961178, Midhurst

JAGUAR

XJ40



55,000 miles, £2,500, ono, MoT, lots of history, never welded, mint interior, small paint blemish, PX WHY 07958 720960, London

E TYPE



1966, 55,000 miles, £75,000, ono, S 1 4.2 coupe restoring since 2008, new rings, big ends, mains, oil pump, head tested, upholstered with new carpets, new chrome wires, bumpers recromed and many more parts, runs well, garaged, 01803 813222, 07742 448967, Devon

XJ8 4 LITRE V8 LWB AUTO



2000, 66,000 miles, £8,000, MoT to December 2020, full service history. Only one previous owner from new, always garaged. Lovely condition 07429 099346, 01775 421084, Spalding

XJS CONVERTIBLE



1989, 52,000 miles, £13,495, ovno, Rust-free low miles V12 convertible, rare near perfect condition. Paintwork exceptional, no body issues all runs beautifully. Exported Singapore reimported 1999 by XJS specialist. Well maintained. 07899 792319, 07899 792319, South West

420

1967, 76,000 miles, £6,500, ono, White, auto, miles believed genuine, art service history, new tyres, good interior, good oil pressure, new trailing arm bushes, extensive restoration, drives beautifully 07484 023000, 01622 820123, Kent

E TYPE S3 V12



1973, 67,851 miles, £49,995, Original Right hand drive, original registration number, original steel wheels, recent engine rebuild means this is super smooth running V12, Beautiful condition, Drives superb, must be seen 01992 827157, 07711 630348, Essex

E TYPE V12



1973, £135,500, Headrests, tinted glass, stereo, overmats, manual transmission, power steering, As new chrome wire wheels with new white side tyres, drives superb, never seen rain. 37,000 miles. 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

E-TYPE SERIES 1 4.2



1965, 6,500 miles, £168,000, Recreation of lightweight, Engine fully rebuilt and uprated, triple Webers fitted, 5 spd g/box, blue interior, race features, award winner, must be seen and driven to be appreciated, opportunity 01732 852762, Tonbridge (T) www.etypeuk.com

E-TYPE SERIES 3 V12 OTS



1973, 68,000 miles, £99,950, Detailed history file, well looked after, recently refreshed, cherished, good condition/running order. Resprayed, full underbody reseal, literature. Black, clean mostly original interior, smooth drive 01732 852762, Tonbridge (T) www.etypeuk.com

ETYPE SERIES 3 V12 RHD OTS



1972, 83,000 miles, £165,000, Matching numbers, ground up full nut and bolt restoration to high standard, highly desirable upgrades, no expense spared, same family owners, engine rebuild, fuel injection, s/s exhaust, 5 spd g/box 01732 852762, Tonbridge (T) www.etypeuk.com

MK4 SALOON



1948, £85,000, Ground up restoration over the past 5 years, including repaint, chrome, carpets, interior trim, battery, too much to list, over £50K spent 01761 470607, Bath

S TYPE



1965, £19,000, Lovely example, full restoration, full engine rebuild 2015, dark blue leather interior, full stainless steel exhaust, past MoTs, car has had a recent surge in popularity, used for weddings, 01487 842168, Bedfordshire (T) www.trgb.co.uk

S-TYPE



2005, 100,000 miles, £5,000, Drives beautifully, recent engine and service with Jaguars costing £2,000, all leather cream upholstery, immaculate. 01841 529068, Cornwall

V12 ROADSTER



1972, £145,500, Navy blue soft top, over mats, stereo system, sparkling chrome wire wheels, with white side tyres, tinted glass, power steering, drives like a new car, totally superb condition, just stunning. 25,000 miles. 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

XJ6 SERIES 1



1970, £8,950, 2.8 manual with overdrive, beige with tan leather interior, recent MoT 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

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XJC



1973, 90,000 miles, £4,500, or best offer, convertible 4.2 auto starts and drives very solid doors wings seals floor all good Selling as spares or repair needs a complete roof, ring for more details or photos 07939 515675, South London

XJR



2001, 163,000 miles, Open to offers, Auto, V8, supercharged, saloon, 4 door executive saloon, excellent condition, 12 months MoT, LPG tank fitted as well as petrol, pretty much every extra, luggage rear rack, best offer secures 01392 465403, Devon

XK120



5,000 miles, £150,000, A body off chassis, nut and bolt rebuild, full range of Guy Broad upgrades including 5 speed, disc brakes, louvered bonnet, Monza filler cap, improved cooling, up rated suspension, fast road engine 07794 477785, Bath (T) www.fenderbroad.com



1990 JAGUAR XJ6 2.9 4 DOOR AUTO
MILEAGE 39,000 PRICE £5999 (T) ONOTEL 07545 703474 OR 02380 766870 (SOUTHAMPTON)

Automatic, power steering, e/windows, factory fitted sunroof, e/stereo, central locking, comes with 2 keys, air con, fitted head rest, comes with service books and all books, is in very good condition throughout, must be seen to be appreciated, (Trade). www.kinsonmotorcompany.co.uk (SC 2892)

XK120



1953, 82,500 miles, £125,000, Manual, stored, interesting history, perfectly preserved example, rare, chassis #669035, original condition, glass and chrome good, biscuit interior, 3.4ltr engine, matching numbers, 4 spd Moss gbox 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

XK120 ROADSTER LHD



1952, £104,995, Full resto in 1993, 700 miles, believed to be ex famous owner 01202 709407, Dorset (T) www.panoramabay.co.uk

XTYPE 2.5 MANUAL PETROL

35,000 miles, £4,250, AWD, electric sunroof, heated seats, reverse sensors, 17" wheels, private plate, immaculate condition, full Jag service history, 2 owners 07526 010754, Essex

X140



1991, 89,550 miles, £4,995, ovno, Jade Green, MoT Dec 2020, excellent condition inside & out, always garaged, low genuine mileage, drives as it should, no oil leaks, good part leather seats, loads of bills, MoTs etc. 07730 181324, East Midlands

E TYPE SERIES 2



1970, 5,000 miles, £69,995, Sitting on chrome wire wheels completes a very desirable specification. The car will be sold with a warranty on the engine and a fresh MoT 07794 477785, Bath (T) www.fenderbroad.com

S TYPE 2.5 V6 SE 4 DOOR



2003, 69,000 miles, £2,999, Automatic, power steering, electric windows, electric seats, remote central locking, full leather seats, alloy wheels, stereo and CD player, air conditioning, luxury 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

XJ6 2.9 4 DOOR AUTO



1990, 39,000 miles, £5,999, Automatic, power steering, electric windows, factory fitted sunroof, electric stereo, central locking, air conditioning, fitted head rest, very good condition throughout, px possible, must be seen 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

XJS 4.0 COUPE



1993, £9,000, Auto, regency red metallic, done just 54300 miles, superb car which has just arrived in from Japan, no rust 07879 498715, Berkshire

XK120



1952, £125,000, Simply stunning, the exterior beauty and curvaceous sweeping lines are so dramatic, the engine fires and rasps in a very enticing way, To drive this 120 is a joy, Road holding is outstanding 07794 477785, Bath (T) www.fenderbroad.com

XJS



1992, 77000 miles, £9950, Superb example, rare colour combo, interior virtually unmarked with no wear or bagging, veneers all in tact, underneath is seriously solid. 07713 457446, Killinghall

XJS



1991, 43368 miles, £40000, Full stamped up Jaguar main dealer service history, just come out of long term storage & has been recommissioned by a Jaguar technician. 07989 417323, Upnor

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Super Black
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Lovely
driving car.
£12,500



1938 PACKARD SUPER EIGHT CONVERTIBLE,
Right hand drive, Believed to be the one and only, as built to special order
for a VIP, Included is a 40 year continuous service record
£79,000 ono



SINGER VOGUE 1964, only 26000 miles, Recent
MOT, Never needed renovation, Excellent Chrome
and Interior, Don't think ever been welded, Needs
a good polish **£7,500 ONO**

**RANGE ROVER SPORT, 3.5 V8,
DIESEL 2007.** Looks superb in Wine Red
with Beautiful Leather Interior. **£7,950**

MORGAN 1983 2 SEATER
Ford 1600 cc engine, Lots of history and Extras including blue leather
seats and headrests, Wire wheels, Rollbar, alloy bumpers etc. The colour
is ICI Golden Yellow, MOT. Had long term owners.
You won't hear other traffic for your teeth chattering!! **£15,950**



LAND ROVER 90 2.5 DIESEL, 1988, Showing approx 110k
miles, MOT until September 2020, Engine rebuild and other
work, therefore an exceptionally sound example **£6,950**



**CHRYSLER CROSSFIRE, 2 SEATER COUPE,
2004.** Therefore cheaper Road tax, Showing only
52k miles, Manual box, Red, Alloys, Last owner 8
years, Recent MOT. **£3,950**



**LAND ROVER LOWERED A LITTLE,
V8 Engine, Built for trials, £10,250 ono**



JAGUAR XJ6 SERIES 1,
1970, 2.8 Manual with Overdrive,
Beige with tan leather interior,
Recent MOT, Lovely interior, No saggy
headlining here **£8,950**



WOLSELEY 1500,
1960 has MOT,
a good sound example
showing 85k miles
£4,950



**LAND ROVER FREELANDER
DECEMBER 2003**
2 Litre, BMW Diesel, therefore no timing
belt to worry about, Recent MOT and service,
Showing approximately 100,000 miles.
£1,250



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XK



2007, 98000 miles, £8750, Exceptional example, full service history, 10 stamps, aluminium body is virtually blemish free, interior is superb and looks as new, everything works as it should. 07713 457446, Killinghall

XJS



1991, 56445 miles, £19995, Stunning, 6 registered owners from new, comes with old style V5, FSH, handbook, MoTs, invoices, MoT to October 2020, always well maintained. 07795 692333, London

MARK 2



1958, 61000 miles, £30000, Sun roof, was a wedding car, excellent condition, all extras and in good condition, full wonderful history with registration book and original service hand book. 07508 012407, Herne Bay

XJS



1995, 77000 miles, £9950, I have owned for about 4 years, previous 10 years it was in a cocoon, all the classic extras, passed its MoT every time with no issues, very nice, reliable. 07878 558905, Rickmansworth

XJ



1999, 108000 miles, £4500, Supercharged, extensive history, in excellent condition inside and out, MoT to August 2020, all rust underneath has been professionally removed, waxoiled. 07709 932474, Norwich

MARK 2



1965, 83351 miles, £17750, Matching numbers, in need of improvement, desirable, heritage certificate, very elegant colour combination, been restored then stored. 07708 259003, Drayton

SOVEREIGN



2006, 177000 miles, £2350, Cream leather, this car runs well, everything works, economical, 35 average MPG, please call for more information. 01227 372435, Canterbury

SOVEREIGN



1998, 124650 miles, £2595, With private registration included, new engine fitted at 78,000 miles courtesy of Jaguar warranty, large history pack comes with the car, MoT May 2020. 07944 253178, Preston

ROYALWE AUTOMATIC SPECIAL COUPE



1989, £95,000, A striking car, beautifully constructed last year to a very high standard, the quality of the finish to paintwork, upholstery is second to none and has to be seen, wonderfully tight and rattle-free 01248 602649, Glynded (T)

MK 2



1968, £13,500, Offers over, lovely 240, original condition, never molested or welded, solid all over, drives superb, 4-speed manual overdrive 07706 989634, Merseyside

JEEP

CHEROKEE



1998, 93000 miles, £3650, Beautiful, in wonderful condition throughout, MoT tester remarked, like a new car underneath, MoT runs out 26th Aug 2020, used daily, starts first time. 07715 436946, Lyme Regis

CHEROKEE



1995, 109000 miles, £3995, Two owners, blue, black leather interior, good condition, please call for more information. 07507 394885, Catshill

LAND ROVER



1989, 89500 miles, £5999, One owner from new, FSH, soft top, tow bar, 5 tyres-lots of tread, good condition, requires a little bit of TLC, starts and drives beautifully. 07736 552670, Southampton

SERIES 1 80"



1950, £29,950, Manual, 2ltr, fantastic example of an iconic 4x4, desirable, restored, classic but useable drive, dark green seats, cherished, soft top, paint exceptional, spare wheel, investment 01732 440494, 07808 528516, Tonbridge (T) www.dmhistorics.com

90 2.5 DIESEL 1988



£6,950, Showing approx 110k miles, MoT until September 202, engine rebuild and other work, therefore an exceptionally sound example 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

SERIES III



1984, 80792 miles, £8500, Runs, pulls & idles great, new door seals, bulkhead & chassis are free of any serious corrosion, USB/volt meter panel fitted, halogen side/indicator lights, recently serviced 07986 446850, Milford

RANGE ROVER



1994, 180000 miles, £2200, Comes with original green leather book pack, handbooks, some service history, 2 factory keys and alarm remotes, restoration project, headlining ok. 07961 066648, Crawley

RANGE ROVER



1994, 152056 miles, £5500, Soft dash, equipped with a manual gearbox, velour seats and four new tyres, MoT until October 2020, previous owner replaced timing belts. 07736 393314, Allesley

DEFENDER



1995, 64000 miles, £18000, Very good and original condition, always looked after & waxoiled, some service history, new MoT and ready to go, fitted with autowatch and pedal lock. +44 7746 185152, Margate

110



2004, 107000 miles, £16250, A rare full spec, subtle comfort and economy upgrades, very clean underbody and chassis, professionally maintained, always undercover, FSH, MoT 07/09/20. 07778315339, Derby

SERIES IIA



1969, 67000 miles, £7200, Starts first time every time, on it's original chassis, MoT, have old receipt's and history on the vehicle, also the back is available, deserves a loving home. 07738 600273, Hawkhurst

109



1983, 23300 miles, £3995, Originally a complete knockdown kit assembled in Australia, recently rebuilt over 14 months with many new parts, full MoT until Jan 2021, clutch, brakes. 07989 425218, Inverness



1990 MAZDA MX5 EUNOS
MILEAGE 48,000 PRICE £3750 OVNO TEL 07980 141928 (NORTH WALES)

Automatic, 1600CC, totally corrosion free car, BRG, tan interior, recent engine belts, full service, refurbished wheels, new tyres, exceptional car, 30 years old. (SC 2893)

LEA FRANCIS

14HP SALOON



1953, 97,000 miles, £14,795, Manual, rare British car in fine condition, owned since 1970, recent repaint in original colour, good chrome & interior, wood trim, new carpets & battery, reasonable offer considered 01761 470607, Bath

LONDON TAXI

TAXI TX2



2005, £6,750, Finished in Black with superb interior, wheel chair access, automatic, seven seater cab very rare, 1 private owner, low miles, full taxi history, handbook, difficult to find another like this one. 01322 669081, 07836 250222, www.peterjarvis.net, Kent (T)

TX2



2004, £5,750, Finished in metallic silver grey with superb interior, sliding glass divider, fold down seats, wheel chair access, stereo, power windows, automatic, power steering, garaged from new, drives excellent. 01322 669081, 07836 250222, www.peterjarvis.net, Kent (T)

LOTUS

ELAN



1991, 155000 miles, £6500, Huge service history, much work done, new gearbox, clutch, 4 good Michelin tyres on S2 wheels, hood in very good condition. 07973 191631, Choppington

ELAN



1973, 65000 miles, £10000, Been stored for many years, a complete car, no parts missing, ran perfectly when taken off the road apart from water pump may need replacing. 07479 254656, London

ELAN



1973, 56000 miles, £20000, Fantastic car, ready to drive, true classic with loads of style, lovingly maintained throughout, 3rd owner (10+ years), MoT exempt, recently serviced. 07975 995250, Fetcham

MAZDA

MX5 EUNOS



1990, 48,000 miles, £3,750, ovno, Automatic 1600cc, totally corrosion free car, BRG tan interior recent engine belts, full service. Refurbished wheels new tires exceptional car 30 years old. 07980 141928, North Wales

MX5



1999, 67,900 miles, £2,000, ono, 1600cc, 1 lady owner, runs sweetly, comes with hard top and additional set of steel wheels with winter tyres, brake parts under floor welded & sealed last year, MoT July 2020 01357 440219, Scotland

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2004 MERCEDES-BENZ SL SERIES SL500 [7] 2dr Tip, Automatic, Convertible, Petrol, 70,000 Miles Approximately, Black, Stunning Car With Full Service History, Leather Interior, Keyless Entry And Start, Sat Nav, Front And Rear Parking Sensors, Heated Electric Front Seats, First To View Will Buy, ABS Braking, Alloy Wheels, Cruise Control, Sat Nav, Passenger Airbag, Drivers Airbag, Radio/Cassette Player, Alarm, Power Assisted Steering, Remote Central Locking, Spare Saver Wheel, Adjustable Steering, Heated Door Mirrors, 2 Keys**£8,999**



MAZDA MX5 2DR CONVERTIBLE, 2001 Model, British Racing Green, Black 1/2 Leather Interior, Manual Gearbox With Power Steering, E/ Windows, Alloy Wheels, ABS Brakes, Stereo, Fairly New Soft Top, Also Comes With A Soft Top Cover, Approximately 60,000 Miles, Lots Of Service Bills, Must Be Seen To Be Appreciated**£2,899**



1988 ALFA ROMEO 33 1.5 TI VELOCE 5DR This Alfa 33 has only covered 48k miles (warranted) with original service books. Factory fitted Zander body kit, nice alloys, e/c windows, central locking also has original Alfa radio cassette**£4,999**



ROVER P4-100 1960 With only four former keepers from new is of course tax exempt. The car was acquired by a previous owner through another prestigious auction house years ago. Bonhams, and a photograph from that sale is in the history file. The car was well used and looked after and the 100,000 recoded mileage is believed correct. There are 28 old MOT's dating back to the mid 80's in the history file. New recon steering box, new water pump and recently serviced. This car dates from when the British motor industry was at its finest and Rover were a company leading the way in luxury cars for the man who couldn't afford a Rolls Royce. Finished in striking green over black this car is a wonderful opportunity to acquire a genuine piece of classic motoring class at a very affordable price. This vehicle has a good registration number**£7,999**



CHRYSLER 300 HEMI/C 2006, auto, power steering, factory sun roof, remote central locking, comes with 2 keys, stunning example in jet black metallic, all grey leather trim, electric seats, heated seats, cruise control, just serviced at 74,400 miles, absolutely beautiful**£8,999**



LAND ROVER RANGE ROVER SPORT TDV6 HSE 5DR AUTO V6 4X4E 2007, In Black With Full Black Leather Seats, Automatic, Power Steering, Electric Seats, Electric Windows, Remote Central Locking With Two Keys, Parking Sensors, Air Conditioning, Air Bag, Alloy Wheels, Alarm, Private Plate Included, Nice Example**£6,999**



1990 JAGUAR XJ6 2.9 4DR AUTO Power Steering, Electric Windows, Factory Fitted Sunroof, Electric Stereo, Central Locking, Comes With 2 Keys, Air Conditioning, Fitted Head Rest. In very good condition throughout.**£5,999**



2000 LAND ROVER DISCOVERY 4.0 V8i GS 5 SEAT 5DR AUTO Automatic Estate 4x4, Petrol, 28/9/2000, Electric Windows, Power Steering, Sunroof, ABS Brakes, Tow Bar Fitted, Stereo And CD player, Air Conditioning, Alloy Wheels, Remote Central Locking, Comes With 2 Keys, Service History, Also Just Been Serviced At A Cost Of £623, This Vehicle Drives Very Well!**£2,899**



MORRIS MINOR 948cc This Morris Minor Was Recommended After The Previous Owner Passed Away And It Spent A Short Time In Storage. This Included 4 New Wheel Cylinders, Water Pump And By Pass Hose, Nearside Genuine Front Wing, 4 New Tyres, New Front Windscreen Rubbers, Alternator Fitted. Also Some More New Parts Fitted, Drives Well For His Age, First Registered 29/12/1958, 89,000 Miles**£5,499**



2003 MERCEDES 200 SLK KOMPRESSOR CONVERTIBLE with a warranted 77,000 miles. Mercedes service history rare in that it has very nice paintwork, the roof works as it should, Clean and Tidy interior A very affordable modern classic convertible. Manual with Power Steering, Electric Windows, R/C/L ABS Brakes, Alloy Wheels, Stereo And CD player, Air Bag, Alarm, Electric Mirrors**£3,999**



1932 AUSTIN 10 4 DOOR Chassis number G1782, In Blue/Black, Dark Leather Trim, 4 speed, manual, restored over a number of years. Four doors, one former keeper**£9,999**



1986 JAGUAR XJS V12 HE AUTO With Genuine TWR Fitted Kit, TWR Steering Wheel, Finished In British Racing Green Over Silver With Full Service History At 43,000 Miles. Had 600 pounds Service at 42,000 Miles, now 47,000**£12,999**



BENTLEY ARNAGE RED LABEL 2002 MODEL Amethyst blue, interior, magnolia with dark blue piping, fitted sat nav, parking sensors, auto, power steering, electric seats/ windows, remote central locking, 2 keys, alloy wheels, ABS, stereo & CD, full leather interior, head rests all round, walnut wood dashboard, FSH, only 47,000 Miles, cherished number plate included**£21,999**



MORRIS 8 SE 918cc, 1948 52,000 Miles, The Vendor Bought This Morris From A Friend In The Morris Register In 2004 Who Had Owned The Car For Around 3 Years And Had The Engine Rebuilt. It Has Had Little Use In The Last 2 Years Hence The Reason For Sale. Included In The File Are Old MOT's From 2001, Workshop Manual Plus Some Invoices. These Post War Morris 8's Gained A Little More Power Than Their Pre War Cousins Plus, All Importantly, A 4 Speed Gearbox, Very Tidy And The Interior Has Great Patina**£6,999**



BENTLEY CONTINENTAL GT 2 DOOR COUPE, 2004 AUTOMATIC Power steering, electric windows, remote central locking, alloy wheels, ABS brakes, stereo & CD, heated seats, air bag, air conditioning, cruise control, walnut wood, finished in blue/black, tan leather interior, service invoices, also lots of service bills, with mileage of 80,000 approx, will come with a new MoT on purchase ...**£19,999**



1964 MORRIS MINOR 1000 1098CC, 1964, Included In The History For This Morris Minor Is 14 Old MOT's, Handbook Plus Invoices, Work Includes 4 New Steel Wings, 4 Doors And Boot Lid, Alternator And Servo Fitted, New Carpet Set And Underfelt. Owned By The Previous Owner For 13 Years, Drives Well For It's Age, MOT 5/2/20**£4,999**



2008 MODEL HONDA STEPWAGON MPV One Former Keeper, Approximately 77,000 Miles Fitted With Automatic Power Steering, Also Electric Sliding Doors, Electric Windows, Sat Nav, 2 Keys, 8 Seater**£5,999**



2007 AUDI TT FSI TURBO COUPE 2.0 PETROL 7 Service Stamps, Service about a month ago at 94,000. Racing Red, Black Leather Seats, 6 Speed, Electric Windows, Parking Sensors, 2 Keys, Alloys, Stereo/CD, Air Con. Drives Really Well, Outstanding Value!**£4,999**



2012 DODGE RAM 1500 TR AUTO The TRX4 Off Road is trimmed like an SLT and comes with 4WD only, unique 17 inch aluminium wheels, P265 all-terrain tyres, limited slip differential, skid plates, special red painted shock absorbers, body colour grille surround, tow hooks and fog lamps**£19,999**



2005 BMW E46 330 CD SPORT DIESEL CONVERTIBLE, 6 speed gearbox, Superb service history. MOT Sapphire Black Metallic, with a black power hood which is in good condition. Full leather sports seats and drivers memory sport seat plus electric passenger seat. Both front seats are heated and there is a carbon look interior, upgraded stereo/cd. - Nice condition inside and out Powerful 4 seater convertible ready for the new owner to enjoy**£4,999**



2007 MINI CONVERTIBLE 1.6 COOPER 2DR Power Hood, Leather Seats, Manual Gearbox, Power Steering, Remote Central Locking, Stereo And CD player, Electric Windows, Alloy Wheels, ABS Brakes, Rear Head Rest**£2,499**



1971 MORRIS MINOR 1098CC MOT 9/1/2020, 88,000 Miles, This Morris Minor Was Owned By The Vendors Husband Since 1991, He Restored The Vehicle As A Long Term Project As He Was A Panel Beater And Sprayer By Trade. Included In The History File Are Lots Of Invoices For Parts And Work Carried Out. Also Last Owner Purchased Vehicle In 1991, A Good History File Is Included From That Date Of Purchase, Drives Well**£8,999**



2003 JAGUAR S-TYPE 2.5 V6 SE 4DR AUTO 2 Keepers, Approximately 69k, Automatic, Power Steering, Electric Windows, Electric Seats, Remote Central Locking, Comes With 2 Keys, ABS Brakes, Air Bag, Alarm, Rear Head And Front Headrests, Full Leather Seats, Alloy Wheels, Stereo And CD player, Air Conditioning, This Is A Luxury Motorcar**£2,999**



2004 SAAB 9-3 2.0T AERO 2DR 83,000 miles showing and service history. Recently serviced with 4 new tyres fitted Sports aero body styling, larger alloy wheels, plus two tone leather seats. An exceptionally good looking car that runs and drives very well, and with a fully functioning electric roof. A good vehicle in every way and a very useable 4 seater sports convertible**£2,999**



2005 LAMBRETTA SCOOTER 175cc 1963, 2 Stroke, Was 6 Volt - Now 12 Volt, Last Owner Rode Scooter For 40 Years, Owner Died So It Got Passed Onto His Son. Has Mirrors, Cream With White Wall Tyres, Original Badges, Tiger Tail, Was In A Film - Quadrophenia!! All In Good Condition, Can Only Go Up In Value, Will Take Classic Car In Part Exchange**£7,999**

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MX-5



1997, 59900 miles, £5300, Mark 1, excellent example, MoT Oct 2020, in perfect running order, lady owner, garaged, non smoker, electric windows, CD/radio. 077066 19988, Bawtry

MX-5



2001, 107000 miles, £4250, Race prepared, stunning, well sorted, excellent rust free sills and chassis, removable hard top, light weight Cobra tyre seats, passed last MoT, ready to go. 07714 771720, Whixall

MX-5



2002, 80000 miles, £3450, Unique, genuine retro classic in very good condition, MoT until May 2020, some essential service history, hard to fault this car, supremely reliable, currently garaged. 07840 957946, Stafford

RX-8



2006, 35534 miles, £3450, Supplied and maintained by same Mazda dealership since new, 2 former keepers, FSH and two sets of keys, MoT until 4/2020 but will be renewed prior to sale. 07966 947334, Brixham

MERCEDES-BENZ

230 CE



1984, 118,700 miles, £9,750, ono, Fitted with a rare 5-speed manual gearbox, champagne gold, cloth interior, elec' sunroof, 2 previous owners. Very good condition with extensive history. Many new parts fitted over the past few years 07760 172135, Bath

350SL



2005, 37,000 miles, £8,995, convertible with history, tellurium silver/blue coachwork, grey leather interior, satnav absolute stunning car 07831 409333, Essex

E220CE



1995, 96,000 miles, £3,495, ono, Outstanding pillar-less coupe, bills for 17 services, many expensive extras and Thatcham alarm. Underbody inspection possible. A delightful vehicle in excellent condition needing nothing to drive away 07931 357630, West Yorkshire

190 MK2

1987, 76,000 miles, £1,995, Silver, manual, very good usable classic, economical very clean underneath, no electric gizmos, wind up windows, tow bar, ex tyres, MoT March, drives like a newish car, CD player 01772 811430, Preston

300SL 88



1988, 66,000 miles, £48,750, Finished in gleaming signal red, as new, beige interior, hard and soft tops, automatic, power steering, ABS brakes, alloys, stereo system, power windows, superb condition throughout 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

350SL



1980, £35,750, Finished in glacier white with tan hide interior, headrests, hard and soft tops, tinted glass, power windows, PAS, automatic, factory alloys, all old MoT's/invoices, recent full service. 45,000 miles. 01322 669081, 07836 250222, Kent (T) www.peterjarvis.net

500 SEL W126



1983, 154,000 miles, £6,000, Auto, MoT June 2002, excellent black leather interior, tow bar, sun roof, expensive 560 alloy wheels, excellent condition both inside & out, lots of service history, drives superb, please call 07933 108280, Lincolnshire

W123 200T



1982, 115,000 miles, £5,000, Open to offers, estate, loads of history fresh MoT new rad & water pump, stainless steel exhaust by pipe craft clean and tidy inside body work good engine strong & clean paint tired. Viewing London 07791 273978, South East

230 SLK



2000, 71,713 miles, Open to offers, Finished in gleaming black, full stamped Mercedes history/service records, black leather, unmarked, all in working order, 17 UTO selector gearbox, MoT 12 months, best price secures 01392 465403, Devon

SLK



2003, 77,000 miles, £3,999, A warranted 77,000 miles. The Mercedes service book is showing 6 service entries. This car is rare in that it has very nice paintwork 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

AMG 320 SLK V6

2000, 84,000 miles, Open to offers, Finished in Silver, unmarked, all extras including hydraulic roof, all AMG components stamped, body, interior exhaust, black leather interior, all offers considered, best offer secures 01392 465403, Devon

AMG 320 SLK V6



2000, 71,376 miles, Open to offers, Finished in Silver, unmarked, all extras including hydraulic roof, all AMG components stamped, body, interior exhaust, black leather interior, all offers considered, best offer secures 01392 465403, Devon

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E200 124



1992, 136,000 miles, £1,300, L reg, low miles for age, just overhauled, full MoT, leather interior mid green, alloy wheels, gearbox oil and filter just changed, cheap insurance, economical model, body very good, air con. 01942 716728, 07860 955913, Lancs

230



2000, 63000 miles, £1550, Nice condition for year, 6 months MoT, starts, drives absolutely superb, main dealer service history, vehicle is on SORN, recognised as a future classic. 07501 868931, Rochford

W201



1988, 98000 miles, £1200, Non runner due to electrical fault, sound body will need a repaint, CD player, alloys, complete and solid car, ideal project, trailer away. 07535 114818, Saint Leonards

190E



1987, 49500 miles, £4250, Immaculate, stunning, electric sunroof, period Alpine stereo, electric aerial, Good Year tyres all round-new, superb condition, please call for more details. 07554 361397, Stowmarket

420



1990, 120000 miles, £14999, Great condition, well kept original exmaple offered by classic car enthusiast, unabused, clean, massive folder of receipts, invoices, documentation. 079519 58792, Potters Bar

300



1955, 35000 miles, £45000, Elegant, powerful, exclusive and expensive, many luxury features, Becker radio, VHF mobile telephone and dictation machine, introduced in March 1954. 07582 808054, Falkirk

SL-CLASS



2000, 117000 miles, £7000, MoT to June 2020 (no advisories), original matching carpets & door cards, full service history from Mercedes main dealers July 2001, clean HPI. 0208 3337335, London

W124

1996, 116000 miles, £2500, MoT and tax till end Sept 2020, good condition, used regularly by owner for the last 13 years, need to sell before Oct 2021 of ULEZ London zone charge. 0208 5278550, London

CL-CLASS



2004, 91700 miles, £28500, Believed to be the only one in UK finished in Designo Mystic Blue, full MB main dealer service history, 12 months MoT, FSH. 07977 060870, Shinfield

280



1993, 136000 miles, £5000, A fabulous car, thousands spent over the years, will run and run for another 20 years at least, owned since June 2009. 07785 323952, London

R129



1990, 101900 miles, £8950, Hard and soft top, heated memory seats, remote central locking, hood is as new condition, not using it, lovely service history, MoT when sold. 07836 711336, Ware

C-CLASS



1996, 55700 miles, £3500, Outstanding condition, been in same family last 25 years, regularly maintained, full history, rust free, looks and drives like new, Ziebart treated from new. 07799 850327, Walmer

SLK-CLASS



2000, 86300 miles, £1750, Spares included, owned since 2016, lots of love and care lavished on the car, MoT till 18th September 2020, stack of stamps in service book, drives beautifully. 07891 841341, Wigan

190E



1993, 100000 miles, £2995, With service history, new MoT, car drives beautifully, central locking, alarm, ABS, 2 sets of keys, original Mercedes over mats, bodywork is excellent, virtually unmarked. 07836 564529, Ewell

W108



1972, 59800 miles, £12800, A great, truly rot free car, originally from Sacramento, usable classic with true charm, tax/MoT exempt, MoT'd it in March this year, interior is in VGC. 077271 47409, Heathcote

230



1967, 65190 miles, £33000, I am the second owner, my 4th classic, full restoration done back in 2015, original color and body parts, engine also original, matching numbers, my daily driver. +12085766316, Daytona Beach,

S-CLASS



1998, 123000 miles, £5750, Original, well cared for, excellent bodywork and stunning leather interior, MoT until October 2020, owned the car for 5 years, drives without fault. 07575 748057, Clitheroe

MG

BGT



1974, 85,663 miles, £2,250, or best offer, Regular use Running well. MoT June 2020. Rusty. Noisy water pump. Mileage recorder not working. Oil pressure 60+psi hot. Negligible oil consumption. Recent new servo,alternator,radiator. Use or restore 07709 626609, Lincolnshire

B ROADSTER



1974, 18,000 miles, £7,800, Manual, Reg JYM 117N (Value £1500), good engine with o/d, MoT dated 1996 showing 16,000. All original rust free panels, new top/hard top/roll bar/original radio/great drive but needs TLC 07790 833590, Hampshire

BGT

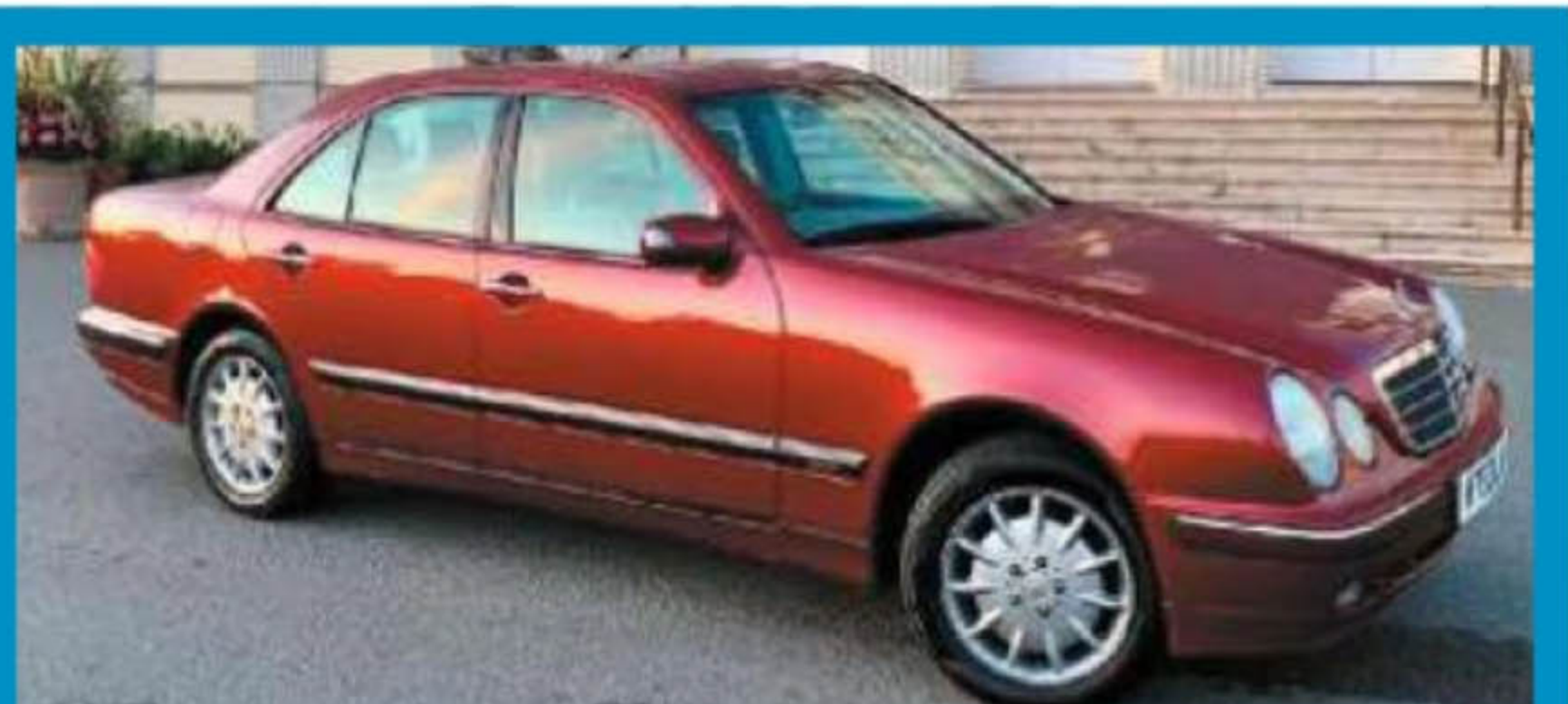


1968, 95 miles, Open to offers, Manual, total ground up rebuild, receipts for £15,500 for your inspection, including engine, g/box, new o/d, new s/steel exhaust + much more, any realistic offer, call before 9pm 01939 235734, Shropshire

C



1968, 97,000 miles, £23,995, Finished in tartan red with black leather, has the larger 6 cylinders 2912cc engine, tinted glass, chrome bumpers, motolita woodrim steering wheel 01202 709407, Dorset (T) www.panoramabay.co.uk



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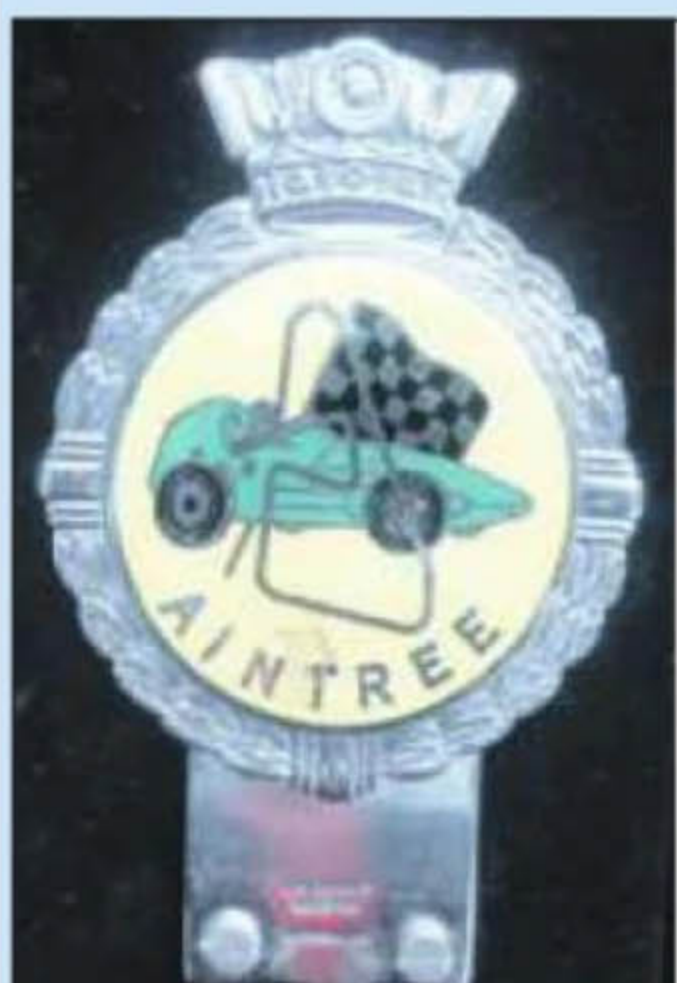
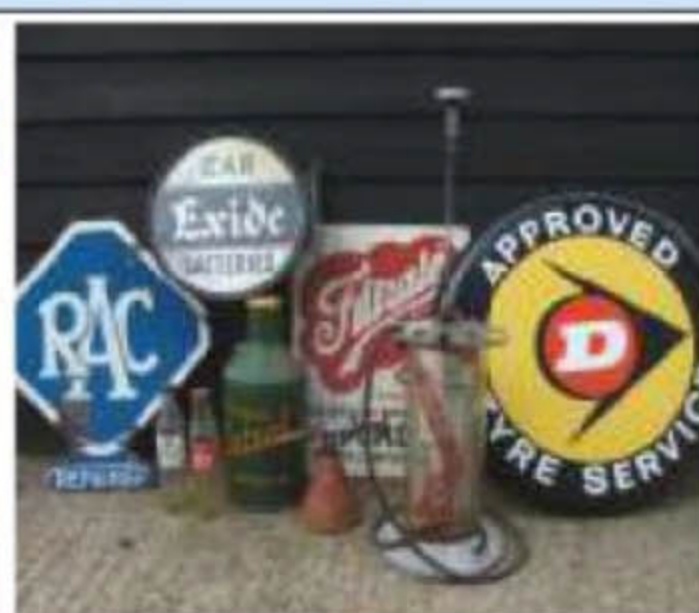
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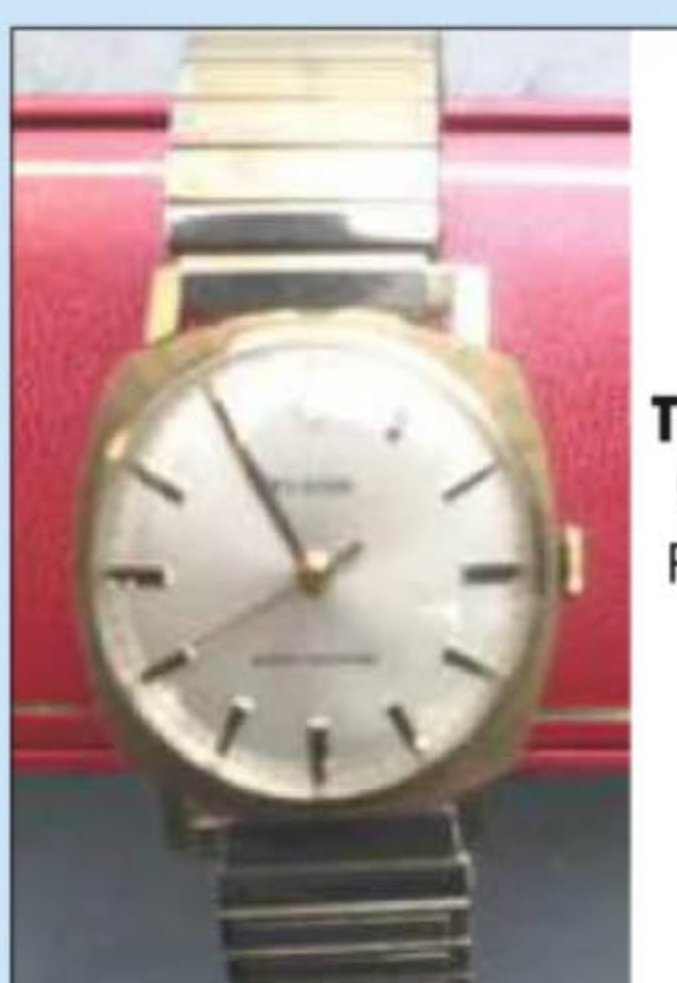
SILVERSTONE
ENAMEL
CIRCUIT
BADGE
BY
J.R.GAUNT.
SMALL
ENAMEL
LOSS.
£295



GOODWOOD
ENAMEL
CIRCUIT
BADGE
BY
J.R.GAUNT.
VERY GOOD
CONDITION.
£295



ROLEX
PRECISION
9CRT GOLD
CIRCA 1968.
BOXED.
UNUSUAL
BEZEL
DESIGN.
£1950



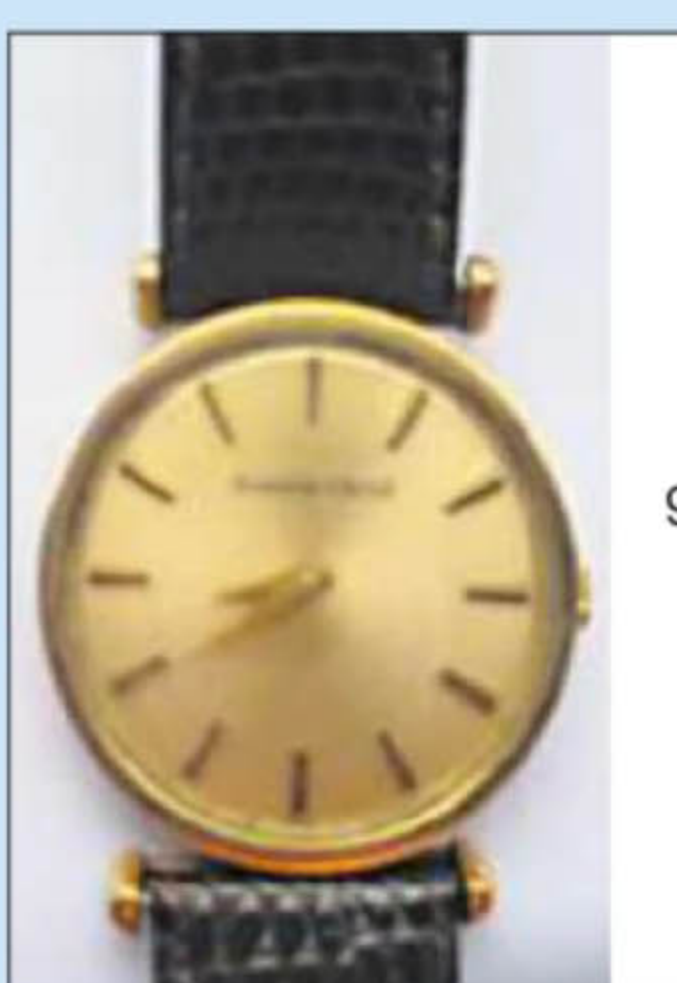
TUDOR ROLEX
9CRT GOLD.
RED BOXED.
£895



OMEGA
SPEEDMASTER
MK 2
MANUAL
WIND
GOOD
ORIGINAL
CONDITION.
CIRCA 1970.
£1950



OMEGA
CONSTELLATION
AUTOMATIC
EXCELLENT
ORIGINAL
CONDITION,
INCLUDING
STRAP.
£950



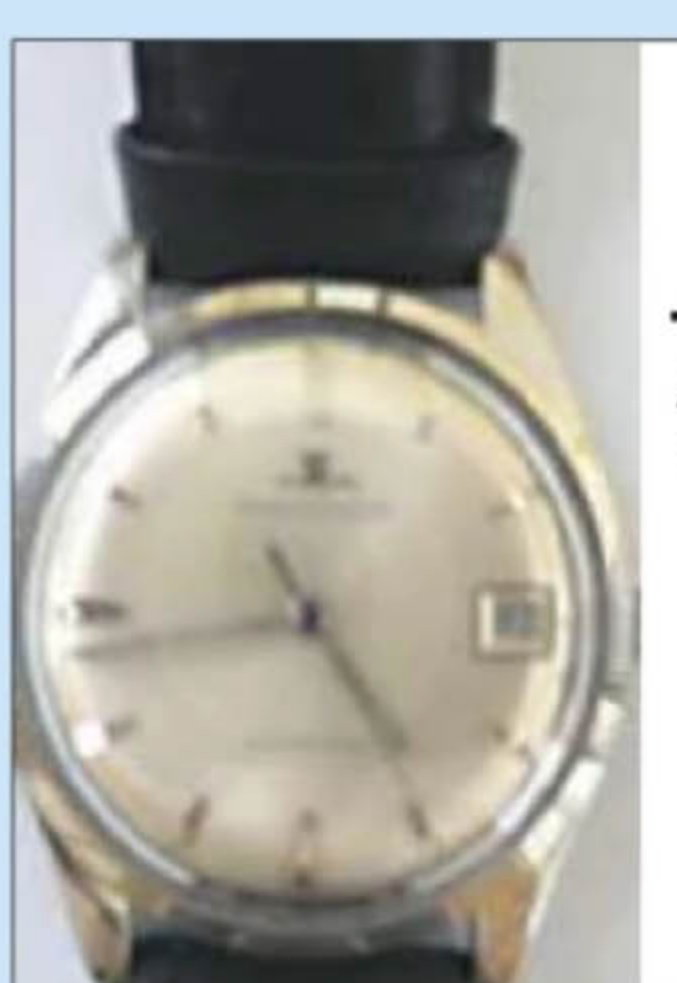
BEUCHE
GIRROD
9CRT GOLD
DRESS
WATCH.
£750



TUDOR
ROLEX
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CIRCA
1950s.
9CRT
GOLD
WITH
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DIAL.
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NEW
STRAP.
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STAINLESS
STEEL
LATE 60s.
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QUALITY.
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WATCH
PEPSI
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ORIGINAL
STRAP.
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STYLISH.
£350



WW1 SILVER - OFFICERS ROLEX. 1918.
CORRECT NUMBERS. CLEANED,
SERVICED AND IN LOVELY WORKING
ORDER. VERY RARE. **£1950**



HANHART
STOP WATCH
7 JEWEL
SHOCK
PROOF.
£95



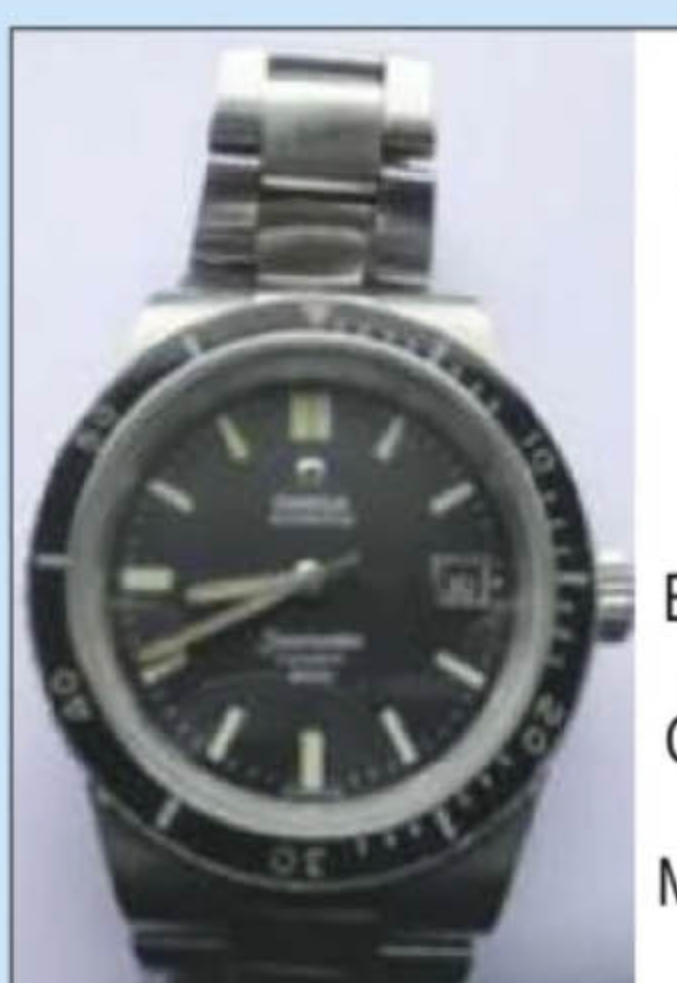
ROTARY
- LATE 1960s.
MILANESE
BRACELET.
BOXED.
£120



PAUL JOBIN
GOLD PLATE
£95



TAFALGAR
DATE 1970s
GOLD PLATE
£95



OMEGA
SEAMASTER
COSMIC -
DIVERS
WATCH
CIRCA
1970s.
EXCELLENT
ORIGINAL
CONDITION
- 1012.
MOVEMENT.
£2950



ASKING
£39,950
PRICE

CHASING CARS

2002 ASTON MARTIN DB7 VANTAGE V12

ENGINE 5935cc/V12/DOHC **POWER** 414bhp@6000rpm **TORQUE** 400lb ft@5000rpm
MAXIMUM SPEED 165mph **0-60MPH** 5.0sec **FUEL CONSUMPTION** 16-20mpg
TRANSMISSION RWD, five-speed auto **MoT** 12 months from sale **ODOMETER** 40,323 miles

WHAT'S IT LIKE TO DRIVE?

The DB7's 12 cylinders fire up to a lustrous, smooth idle straight off the key and there are no flat spots when the driver puts the engine through its paces. The suspension is extremely comfortable in a way that newer Astons seem to have forgotten about and there are no rattles, clonks or vibrations. The brakes are sharp yet predictable, pulling the car up straight without drama. The steering wheel-mounted Touchtronic gearshift buttons take a little getting used to but work as anticipated and shift through the gears without slurring. The steering is customarily light, but firms up pleasingly under load.

BODYWORK CHECK

The Grigio Titanio metallic paint is largely in as-new condition, with a beautiful even finish across the car and only some tiny stone chips on the snout and nearside wing to report, plus some lacquer discolouration on the front bumper. There are no signs of corrosion or previously-repaired accident damage. All of the glass and window rubbers are in good order and the alloy wheels

EXTERIOR
Only minor
defects
Quality paint finish
INTERIOR
Light bolster wear
Everything works
MECHANICALS
Clearly well
looked-after

unberbed; each wears a well-treaded Bridgestone S-02 tyre.

HOW'S THE INTERIOR?

The interior is a delight, the tan leather blending extremely well with the navy carpets, dashboard and door cards. There's the usual creasing on the seat squabs, plus some discolouration in the driver's side bolster and piping, but nothing that spoils the overall condition of the seats. The only other issue to report is that there are also some very minor nail marks around the top of the driver's side door card. All of the instrument binnacles light up as they should and the air conditioning blows ice cold. All the switches work, too, along with the heated seats.

UNDER THE BONNET

The engine bay is clean and tidy, with all of the fluids up to the maximum mark. None show any signs of seeping or leaking. The car's two owners have clearly cherished it, too, judging by the extensive paperwork file that comes with the car - its service history is filled with mostly annual stamps from recognised marque specialists and Aston Martin dealers. A further delve into the paperwork reveals that it's had a new starter motor fitted in 2014 and a fresh radiator and heater valve in 2012. It will be fully serviced before the car leaves the vendor's premises.

THE CCW VIEW

The Aston Martin DB7 is in a great place right now - the very worst cars are thinning out and they've yet to shoot up in value to unreachable levels. They feel much more Aston-like compared to the newer DB9 in terms of the quality of their interior fittings and, perhaps more importantly, comfort. This is a great-value car in very good condition, with excellent provenance.

Nathan Chadwick

- ☒ **PROS** Performance, condition, well-maintained
- ☒ **CONS** Minor paint and interior blemishes



Only minor wear to tan/navy interior - it looks superb.



Colossal power from huge V12 - good history, too.

BUY IT FROM Nicholas Mee & Co Ltd., Essendonbury Farm, Hatfield Park Estate, Hatfield, Hertfordshire AL9 6AF. 020 8741 8822, nicholasmee.co.uk

WANTED

MGB GT V8

factory built. Any condition considered

Please call: 07761 549454



2000, 64,000 miles, £1,200, VVC, head gasket at 30K with remote QED thermostat. Belts @ 30K and again 62K, full black leather interior, many improvements, new parts, call for full details 01900 63412, 07769 872358, Cumbria



2002, 10,160 miles, £5,500, Manual, MoT August, 11 spoke wheels, 4 pot caliper disc brakes, new radio/CD, battery, aerial, engine bay brace, reverse sensors, LED running lights, bonnet struts, s/steel exhaust, plate not included 01706 341283, Lancashire

TF 1954, 56,000 miles, £1,250, ono, 11 months MoT, new cylinder head, old age forces sale, owned for 7 years, nice condition 01933 353442, Northamptonshire



1939, £12,000, ono, Very original MG, runs extremely well. Overall brakes, water pump and wheels. Rare car. Phone for more details. 01436 842952, 07791 583155, Glasgow



1974, 87,000 miles, £8,495, Finished in vermillion red with black trim, overdrive and chrome bumpers, good condition 01202 709407, Dorset (T) www.panoramabay.co.uk



1981, 2,600 miles, £10,995, Finished in black with black trim, 26000 miles from new 01202 709407, Dorset (T) www.panoramabay.co.uk



1980, 93380 miles, £7000, Stunning, usable classic, incredible history file going back to purchase, garaged, black seats, carpets and dashboard-classic combination. 07970 220557, Dullatur



1962, £14750, V5 steel wings all round, older restoration, very solid chassis, side curtains, spare wheel, runs & drives. 07976 427979, Hyde



1980, 95000 miles, £9995, Chrome bumper conversion red leather, man o/d, fully restored condition 1, will be sold with new years MoT, subject of total restoration, new wiring loom. 07710 436158, Ashford



1997, 68000 miles, £1295, Half leather with factory hard top, full history, updated head gasket, cambelt & all the gubbins, exceptional throughout, garaged. 07941 299810, Marie Green



1977, 125500 miles, £4250, Great usable classic, driven weekly and kept garaged, been well used across the UK over the past two years, paint/body in good condition, MoT, tax, ULEZ exempt. 07980 750644, Wirksworth



1953, 99000 miles, £19980, Stunning car, great drive, mechanically very good, cosmetically good, lots of paperwork, recently recommissioned for the road, MoT and tax exempt. 07885 862238, Birkenhead



1967, 29000 miles, £12500, Overdrive, recently added wire wheels, luggage rack, extensive history, 2 extension rebuilds and lots of receipts/documentation, clean underside/top. 07748 112467, Leigh



1970, £8000, Good working order, drives well, overdrive, new batteries and brakes all round, chrome wire wheels with new tyres, call for more details and photos. 07930 841868



1973, 54000 miles, £10995, In beautiful condition inside and out, all original interior, drives beautifully, just had a re-tune, new brakes and new steering column, last MoT done in 2018. 01234 870336, Roxton



1978, 1000 miles, £46995, Awesome street/race car, hardly been used since total rebuild and repaint, heavily modified, not for the faint of heart, leather and walnut interior. 07966 169803, Holbeach Hurn

FREE!
RUSS SMITH
WILL VALUE
YOUR CAR!
Email us at editorial@classiccarweekly.co.uk



1959, 8405 miles, £28950, Stunning, fully restored with extensive invoices, heritage certificate, paint is beautiful, interior in excellent condition and looking factory fresh, large history file 07972 079973, Letchworth Garden City



1976, 13958 miles, £3500, Excellent condition, lovingly restored and looked after, completely rust free, excellent bodywork, folding hood is in good condition, first to see will buy. 07801 357776, Rochdale



1979, 66960 miles, £3795, Is in great condition, with some modern add-ons, just over 40 years old, iconic piece of motoring history, MoT and tax exempt, needs simple cosmetic attention. 07732 715329, Sutton



1964, 100 miles, £35000, Fia Appendix K race car and road legal, built in 2014, engine rebuilt 2019 and not yet run in, twin fuel pumps, trailer also available if required. 07773 570582, Ryde

B ROADSTER
1975, 85,161 miles, £10,995, Finished in blaze, generally in good condition. 01245 420168, Essex



1970, £8,000, ovno, Good working order, drives well, overdrive, new batteries and brakes all round, chrome wire wheels with new tyres, call for more details and photos. 07930 841868, Fareham



1968, 23700 miles, £17950, V5 present, MoT, was built to order in 1974 using a genuine MK1 shell and 1275 Cooper S running gear, stored for many years, comprehensive history file 07771 911989, Marlow



1964, 4999 miles, £18000, For restoration, re-shelled in its early life, V5, buff log book, receipts for work carried out nearly 40 years ago, failed MoT 5 years ago due to rust, garaged. 07894 968900, Belsay



1977, 36102 miles, £7195, History, Dunlop alloys, new tyres, bucket seats, wood rim steering wheel, new carpets, improved suspension, mildly tuned engine, MoT June 2020. 01243 673861, West Wittering



1988, 29000 miles, £5995, Old MoT certificates, only 2 registered keepers, very shiny, no rot or rust anywhere, recently recommissioned, sold with 12 months MoT, interior very clean. 07764 306103, Mansfield

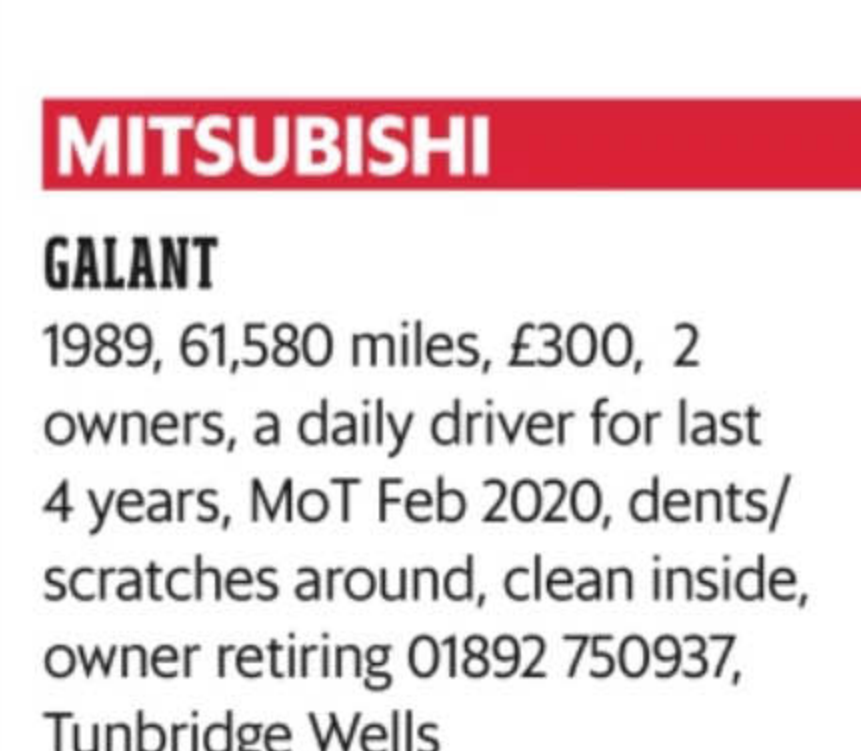


1989 MORGAN +8
PRICE £27,500 (T) TEL 07761 549454 (LANCS)

White with black trim, 3.5 injection, 5 speed, 1 owner with history from new, including build sheet, all alloy body, full weather equipment, superb car, (Trade). www.ah-classic-cars.co.uk (SC 3050)



1999, Call for price(s), 1999 40th anniversary edition, low mileage, one owner from new, garage kept, call for more details. 07789 555636, Ashford, Middlesex



1989, 61,580 miles, £300, 2 owners, a daily driver for last 4 years, MoT Feb 2020, dents/scratches around, clean inside, owner retiring 01892 750937, Tunbridge Wells



1992, £4,250, Expedition vehicle 2.8TD big wheels, winch, snorkel, tow bar, spot lights all around, roof rack, used as specialist off road unit, lift kit CB much more, please call 07940 405499, Bromley



1983, £15,950, Ford 1600cc engine, lots of history and extras including blue leather seats and headrests, wire wheels, high performance exhaust manifold, rollbar etc, colour is ICI Golden Yellow, MoT. 01564 779746, 07719 995514, www.bobsaffordableclassics.co.uk, West Mids (T)



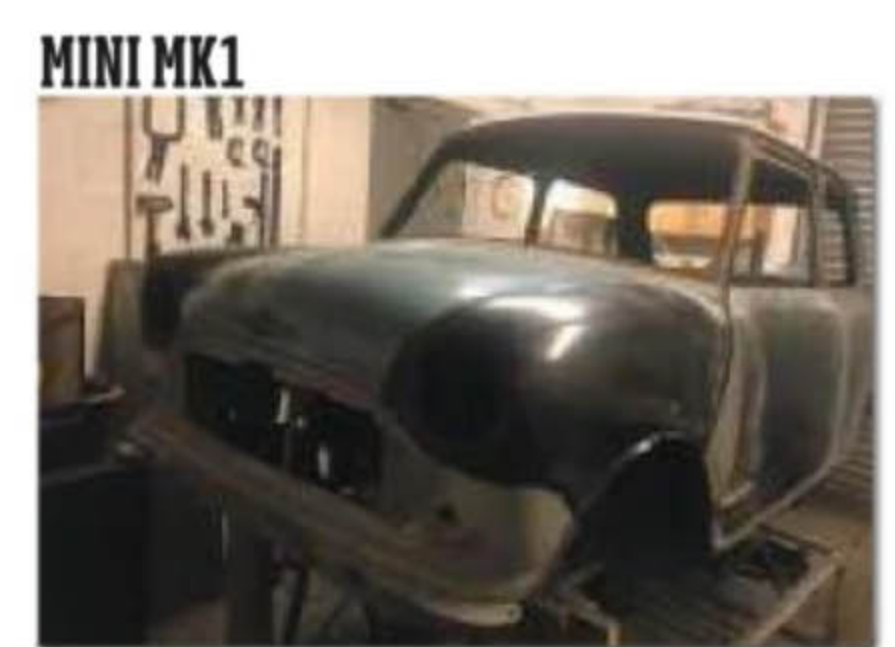
2007, 22000 miles, £33950, In lovely cherished condition and a true joy to drive, galvanised chassis, scuttle roll bar, full aluminium bodywork, comes with a host of extras, FSH, spare keys. 01458 210320, Bridgwater



1934, 58,882 miles, £20,000, No offers, concours condition fully restored no expense spared two tone bodywork comprehensive history file Matching numbers a fabulous car to drive price to include a lot of spares 07795 187722, 07795 187722, Surrey



1973, 51,000 miles, £3,695, or best offer, Just had £7000 mechanical refurb. Excellent driver and runner. MoT Nov 2020. Historic tax. New purchase forces sale. 07713 078349, Manchester



1961, £4,995, bodysell 85% complete, all rust removed and replaced with Heritage or M Machine panels, V5 shows one owner, supplied with doors, bootlid, bonnet and subframes, reg 3 letters and 3 numbers, 07904 639807, Chester



1954, £11,000, ovno, Rust free original body and interior every mechanical part is new large history file please phone for full details to much to list this car is brand new mechanically, engine alone cost 3000 01279 734789, Essex



1948, 52,000 miles, £6,999, Very tidy and the inside has great patina px possible 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

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1958 AUSTIN A35, Comes with Large history file, new tyres, drives great – solid tidy car£4,995



1972 TRIUMPH TR6 150 BHP Man/O, mileage from new!, 3 owners, second owner from 1982, Engine gear box and axle have been overhauled in last 20,000 miles£26,995



1990 MINI MAYFAIR, Steve Harris 1380 motor, twin 1/2 SU, tabular manifold, manifold exhaust plus extra's£10,995



1970 FORD LOTUS CORTINA MKII Good example! Rebuilt Nick Stag Engine, new seats, carpet, headlining, tyres, battery and brake£34,500



1973 BMW 2002 5 Speed with extensive history, all old MOT's£22,000



1958 TRIUMPH TR3 5 owners, wire wheels, Man/Overdrive, Just completed refurbishment after 20 years storage£29,995



1953 FORD CONSUL New tyres, some history, exceptional condition, 12 months MOT£9,995



1981 TRIUMPH SPITFIRE 1500 With over drive, extensive history full restoration by last owner, new wheels and tyres, new stainless steel sports exhaust, full leather, all new tops, modern blue tooth stereo - stunning car!£10,995



1973 MGB ROADSTER Tartan Red, Man/O, New minilites and tyres, new complete sills, hood, carpets, chrome, brakes and suspension, fuel pump and battery electric ignition, electric fan, load of new parts!£12,995

1969 LOTUS ELAN +2, Fully rebuilt including chassis and engine. New interior including dash, New head, servo and door hinges and alloy radiator, New solid drive shafts fitted- a Superb Car!£29,995

1970 MGC ROADSTER, Sold by us 20 years ago! BRG, uprated black leather seats, knock-on Alloys minilites, fully rebuilt engine – just a superb car! RHD£27,995

1973 JAGUAR E TYPE V12 ROADSTER, UK Car, Full service history, extensive restoration carried out by well known specialist£99,999

1974 PONTIAC TRANSAM 455 SD, VERY RARE CAR! only 212 hand built cars produced - this is the real deal! not a clone. Last of the GM Muscle Cars!£99,995

1982 DAIMLER 4.2 XJ6 SERIES III, Full service history, unmarked example. This car was owned by the Owner of Rover man agent in Cornwall and a former Aero engineer and used the car on weekends – always garaged from new! RHD£14,995

1983 TALBOT SUNBEAM LOTUS, manual, skip brown conversion, full history, supra gear box and quick shift fitted along with rear discs 215BHP 5 speed£24,995

1990 LOTUS ESPRIT SE TURBO, Owned by Garage Owners for 20 years. Has full history, Dry stored on axle stands passed 15 years. V8 Rims, – extensive work completed recently after the storage period of 20 years. RHD£24,995

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Bugatti Type 35 Recreation, Alloy body, Front Engine, The only one of its kind £14,750



AC Cobra DAX, Probably the best one anywhere in the country £34,500



Jensen Interceptor Convertible, 1952, One of only a few ever made, 4 litre, manual, with Rally history, Outstanding original condition £69,950



1977 Aston Martin V8 Series III S Spec Supplied by Aston Martin Sales of Mayfair. The 'S' Specification was announced in 1977 as a production line change with identification by a 'S' suffix on both the engine and chassis numbers. The revised specification known as 'First Stage Vantage Engine Tune' came with improved Valves, Camshafts, Carburetors, Vantage Exhaust System and Suspension improvements all of which delivered a quieter, faster, and a more economical ultimate Series 3, it definitely feels that they enhance a good car even more. This car chassis number V8/11734/RCAS Engine Number V/580/1734/S has some lovely features including electric windows/Walnut dash/automatic transmission/air-conditioning/stainless steel exhaust/new tyres/factory fitted electric sunroof a quite rare option. The engine transmission and mechanicals have been reworked further to make quite a potent driving machine Viewing Welcome £165,000



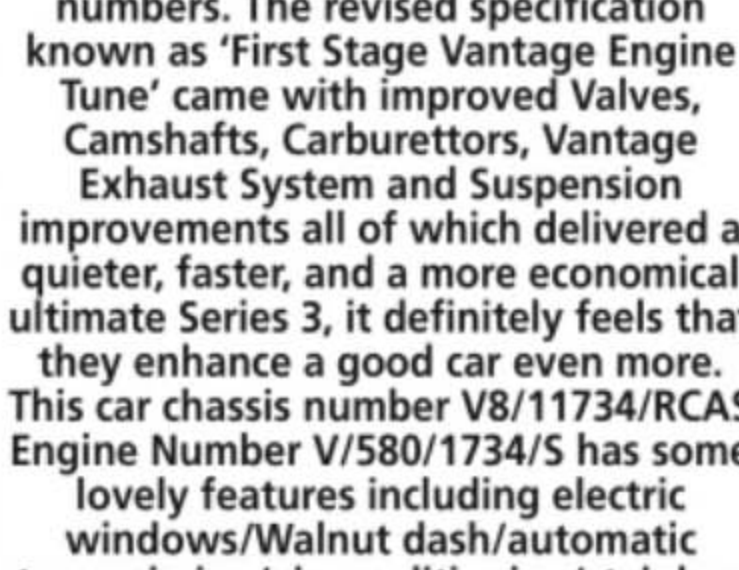
Jaguar XJ6 1969 Series 1, 2.8 Auto, Starts and Drives well, Good brakes and steering, MOT ran out a while ago, Silver with Red Leather, in need of restoration £2950



Armstrong Siddeley, 6 cylinder, Excellent condition. Can be used every day, Original paperwork from new £9750



Rolls Royce 25/30 Limousine, 1936, Excellent condition, Ideal Wedding car, Ready to work, Non-original engine £29,750



Citroen DS21 LHD, in nice condition throughout, been well maintained, 2 owners from new £12,750



Datsun 240Z LHD, rare Auto. This is in excellent condition £18,450



Jaguar MK 9, Two tone, in nice condition, needs some restoration £9750 No offers



Rolls Royce 1926 Limousine, 20HP, in Outstanding condition, £44,500



Alfa Romeo Spider 2.0, 1989, in excellent condition throughout £6750 No offers



Citroen Traction LHD, good condition throughout £12,750



Ferrari Dino 308 GT4 in excellent condition throughout, £39,450 P/Ex Welcome



Porsche 944 S2, 3.0, 5 speed, Metallic Silver, unmarked paintwork, Full black leather interior, Excellent Condition, Factory sunroof, Excellent Service History £6750 No offers



Bentley Aluminium Sports Saloon, 1949, Only 25 were built, £29,750



Jag MK 2 Big bumper, 3.4 in Red with tan interior. Makers oil pressure, very original. £14,950 delivery possible



Bentley Continental GT, 2004, was owned by Jack Barclay's accountant. It's only just reached 50k miles. Full service history from new £19,950 No offers



Ferrari 355 re-creation from rare MR2 turbo, very quick in good condition £6950 No offers

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CHASING CARS

1960 BORGWARD ISABELLA COMBI

ENGINE 1493cc/4-cyl/OHV POWER 60bhp@4700rpm TORQUE 85lb ft@2900rpm
MAXIMUM SPEED 78mph 0-60MPH 20sec FUEL CONSUMPTION 28-33mpg
TRANSMISSION RWD, four-speed manual MoT 12 months from sale ODOMETER 133,145 miles

WHAT'S IT LIKE TO DRIVE?

There are no issues from cold start. Locating reverse on the column change gearbox took us several minutes, but gear selection is precise once you're underway, with smooth engagement complemented by a light clutch that bites at just over half travel. The unassisted steering is accurate and light, even at low speeds, and while performance isn't record-breaking, it is adequate and smooth both in town and on faster A-roads. Four ratios allow for comfortable cruising speeds up to 60mph, while the firm brake pedal brings this large classic to a halt with little fuss.

BODYWORK CHECK

This car's 30-year-old restoration has stood the test of time well. There are few faults in the paint – one or two minor stone chips in the bonnet plus another in the driver's door – and the maroon roof matches the interior trim. The chrome bumpers show some wear and light patina and there's a small indentation in the offside front wing's chrome strip. The large headlight surrounds are blemish-free, though the original

EXTERIOR
Older restoration
Impressive finish
INTERIOR
Delightful dash with
original bench seats
MECHANICALS
Smooth engine
Handles well

door handles have aged. The car wears recent rubber all round and the wheel arches and underside are painted to match the exterior with no signs of patch repairs or corrosion.

HOW'S THE INTERIOR?

The art deco dashboard contains an array of pull switches and dials; all operate – round Bakelite knobs still open the quarterlights, for example – apart from the clock, which refuses to move from six o'clock. Rubber flooring front and rear lifts away to expose a perfectly painted floor. The red and cream bench seat has aged somewhat, but is free from any obvious damage or repairs, likewise the full-length cream roof lining.

UNDER THE BONNET

The well-presented engine features a black cylinder block and polished alloy head. No fluid leaks are apparent and the battery and the gloss black paint to the air filter housing look recent. The history file shows that the President of the Borgward Owners' Club owned it from 1977-1989; a subsequent owner – who later assumed the same position within the club – later embarked upon a fully-photographed (the album contains around 100 images) restoration of the car. It has had three previous owners – the current custodian bought it in 1997 and put it into storage in 2006; now recommissioned for the road, it comes with workshop and owner's manuals.

THE CCW VIEW

This Isabella's rarity is obvious, less so its endless styling touches inside and out and the fact that it has enough performance for longer distances. Assembled in the final year of full production (bankruptcy struck in 1961), this Borgward looks like a solid base for any new custodian to maintain. **Grant Ford**

- ✓ **PROS** Rarity, character, solidity, price
- ✗ **CONS** Minor chrome and paint issues



No issues of note in here, other than a defunct clock.



The car has recently been recommissioned for the road.

BUY IT FROM Milestone Classics, Wisborough Green, West Sussex
RH14 0AZ. 01798 874884, milestoneclassics.co.uk



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james@ibuyanyclassic.co.uk

MINOR 948CC



89,000 miles, £5,499, 4 new wheel cylinders, water pump and by pass hose, nearside genuine front wing, 4 new tyres, new front windscreen rubbers, alternator fitted. Also some more new parts fitted, drives well for his age 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MINOR 1000



1964, 30,472 miles, £5,499, Work includes 4 new steel wings, 4 doors and boot lid, alternator and servo fitted 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

MINOR 2 DOOR SALOON



1964, £3,800, ovno, Good condition, MoT until June, new brakes, new tyres and front wheel bearings. New rear springs plus lots more, very usable classic, please call 07903 177567, Staffordshire

1000



1966, 46000 miles, £3500, Nice clean condition, please call for more information. 07870 466787, Dartford

MINOR



1964, 33001 miles, £5995, It is an enhanced post factory convertible example Fitted with 1300cc engine, 5-speed Ford Sierra Gearbox and front disc brakes. 07866 956161, Southend-on-Sea

1616



1936, 50 miles, £10000, Completely rebuilt version, rare, rebuilt engine, new radiator, rebuilt hydraulic brakes, resprayed, new leather upholstery, completely re-chromed. 01726 890333, Bodmin

OXFORD



1952, 39000 miles, £3999, Runs and drives fine, everything works on it, registered as classic car, MoT exempt, looks very good for its age, no rust, got plenty of spare parts, 2 wings. 07939 268243, Thorne

1000



1972, 99000 miles, £7995, Very nice condition, one of the last made, much spent on the car mainly to Morris Centre Manchester, passed last 12 MoTs without fail or advisories, tax/ MoT exempt. 07762 550398, Edinburgh

1000



1956, 20000 miles, £4000, Rolling restoration, tax exempt. MoT December 2020, vehicle driven regularly, owned since June 2016, full service history from 2016, underside solid. 07955 903779, Larkhall

MINOR TRAVELLER



1962, 43675 miles, £14950, Highly original, good body, paint, wood, chrome, mechanics, smoke grey. 07892 877539, Birkenhead

1000



1962, 80000 miles, £3500, Owned for 11 years, barn stored for 30 years, complete and authentic, a great project. 0034 652021221, Cuckfield

MINI MINOR



1966, 69812 miles, £8000, Original, in fair condition, needs some TLC and garaging, an almost-runner, family owned since new, original log book, MoT exempt, needs some bodywork soon 07834 766477, Brinkworth

1100



1968, 53000 miles, £3250, Delightful, fresh MoT certificate which expires June 16th 2020, never let us down, extensive history file, bodywork is now in good condition, car is garaged. 07921 853482, Ramsey

COUNTRYMAN ESTATE



1971, 80,000 miles, £3,500, ono, 5speed gear box, unleaded head, front discs, alternator, electric ignition. Kingfisher blue colour with autumn gold upholstery. Will need spot of welding. Good runner - ring for details. 01278 287186, Somerset

NG



1972, 6,635 miles, £8,500, Beautiful sports car. Tartan red over black. Original reg. Many new parts: 15" spokes, springs, alternator, radiator, hubs. Current MoT. Carefully maintained over 20 years. 07802 812124, Glasgow

TC V8



£17,500, Stunning Navy Blue coachwork with Polished aluminium bonnet and side panels, Beautiful cream interior with blue carpets, Stunning dark wood dashboard with classic cream faced Smiths instruments 01992 827157, 07711 630348, Jersey (T) www.totalheadturners.com

NISSAN

350Z



2004, 91,000 miles, £4,500, ovno, with GT pack MoT May 2020 full Nissan service history. Comes with two keys and drivers wallet with all hand books new clutch and flywheel fitted Car is completely standard 0118 9700159, 07768 802107, Hampshire

BLUEBIRD SGX AUTO 2.0



1986, 66,000 miles, £1,750, 1 owner, immaculate condition, back seat never sat on, last one to come out of Japan, all MoT certificates 07789 201447, Essex

FIGARO



1992, 20,000 miles, £5,995, Green, auto, new hood last year, original radio, unmolested car in original colour, one of only 20,000 made, 1 owner, stored for number of years, many MoTs, MoT 2021 01772 811430, Preston

PEUGEOT

205



1987, 115000 miles, £8000, New MoT, Phase 1, service history, cam belt & water pump done, new discs, pads, rear axle, exhaust. 07890 563281, Glastonbury

201



1929, £1800, Spares or repair, with engine and gearbox, all information and inscriptions in France in the museum archives, confirmed by the Peugeot Club in the UK. 07795 417745, Silsoe 812124, Glasgow

205



1989, 168000 miles, £1000, Recent exhaust, car has been 100% reliable, needs restoring & possible respray, call for further information. 01761 569058, Midsomer Norton

PONTIAC

STAR CHIEF 8 CYLINDER



1954, 80,714 miles, £44,950, Rust free and in very good condition. Presents very well with good paint and chrome however it was noted the front wing has very slight damage. In very good order with recent upgrades. 01534 864073, www.lerich.com, Jersey (T)

PORSCHE

944 S2



1990, 144,890 miles, £7,750, ovno, For sale as not being used. Very good condition, long MOT. This is the 3 litre non turbo version. Strong engine, nice alloys. 07827 226564, Bucks

BOXSTER 3.2S



2000, 44,323 miles, £9,750, Immaculate mint condition, with full leather, moth balled past two years not Sept 2020 full service history by porsche and specialists, major service at 43166 miles £4000 spent superb car 07746 973568, Hertfordshire

911 CARRERA TARGA



1983, 112,000 miles, £39,950, Well presented, well serviced condition with Porsche service book, pin stripe black interior, extremely original well cared for car, supported by both MoT and service history 01534 864073, Jersey (T) www.lerich.com

986 BOXSTER



2004, 69,000 miles, £7,999, Manual, 2.7 facelift, silver black good spec, MoT 02/01/2021, no advisories, battery conditioner, waterproof cover new tyres plugs coil packs coffin arms service history, genuine sale reason 01386 830255, Worcestershire

BOXSTER



1999, 100,000 miles, £8,995, 2.5 tiptronic, done just under 400 miles since a full engine rebuild, full leather interior, is in immaculate condition, very early model, very high spec, perfect example. 07768 625713, Staffs

CARRERA GT LHD



2006, 21,063km from new, Basalt Black with Black leather, Just serviced at Porsche Centre, Stuttgart, Outstanding condition Stunning example 0208 8783355, 07850 888880, Kew (T) www.ddclassics.com

BOXSTER



2001, 74000 miles, £10750, Top Porsche specification car in superb condition with Porsche service history, over £6000 spent on new I.M.S bearing, radiators, so drives superbly. 07446 881808, Nottingham

928



1988, 58000 miles, £74928, Very rare, one of 42 cars made, massive history file, owned since 2012, meticulously maintained, unrestored, original car in superb condition. 079662 07865, London

911



1998, 92679 miles, £26950, Pristine condition throughout, first of the water-cooled engines, 22 year old beauty is owned by a Porsche enthusiast, full service history, garaged every night. 07415 784529, Dawlish

BOXSTER



2000, 43000 miles, £10000, Mint inside and out, you will not find a Porsche as nice and well looked after for the year, 12 months MoT, history, dream to drive, number plate not included. 07946 383970, Dudley

944



1983, 73000 miles, £5995, Excellent condition, current MoT runs out in August 2020, thick file of service history, bought this car early this year, interior in excellent condition. 07599 134449, Wrexham

996



2002, 84000 miles, £19500, Full history, 6 speed manual, please call for further details. 07798 505151, Farnborough

944



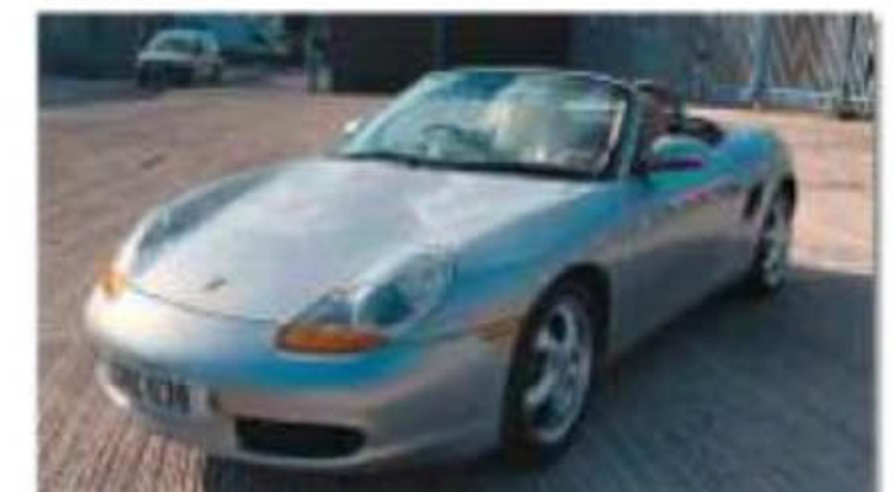
1990, 95500 miles, £12500, Truly stunning, very original, unmolested, new MoT passed in November this year, comprehensive service history, extensive folder of history, lots of receipts. 07500 427421, Sevenoaks

997



2005, 69000 miles, £20000, Only 3 previous owners, owned this car for 3 years, in exceptionally good order, excellent paint work, interior is very good, 2 keys, history file, no oil leaks. 07462 333209, Sturminster Newton

BOXSTER



1999, 100000 miles, £8995, 2.5 tiptronic, done just under 400 miles since a full engine rebuild, full leather interior, is in immaculate condition, very early model, very high spec, perfect. 07768 625713

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classic **£2750**



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runs and drives well **£3450**

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1985 Argocat 8x8
1998 XKR Superb
2 door Rolls Royce



1998 Jaguar XKR, history, great
project, drive home **£2750**



1932 Morris Minor.....runs and
drives. **£6250**



Rolls Royce
Cloud III,
Top Quality
£45,000



1964 Anglia rolling shell lhd.
Missing engine. **£2850**



1985 Argocat 8x8,
proper off roader **£4000**



Land Rover
County.
62 plate.
Superb
£27,500



1993 Jaguar XJR. A very rare
motor car **£3850**



Ford Cortina Mk1 2 door
project. lhd.....uk reg. **£4950**



1985 Mercedes W123 280TE estate, fabulous
motor car with leather & sunroof **£9000**



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07960 870446

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CHASING CARS

1966 MGB ROADSTER

ENGINE 1798cc/4-cyl/OHV **POWER** 95bhp@5400rpm **TORQUE** 100lb ft@3000rpm
MAXIMUM SPEED 106mph **0-60MPH** 12.9sec **FUEL CONSUMPTION** 22-26mpg
TRANSMISSION RWD, four-speed manual **MoT** 12 months from sale **ODOMETER** 23,770 miles

WHAT'S IT LIKE TO DRIVE?

There are very many MGBs that are sold as restored, but which drive like old donkeys going backwards, but this is not one of them. It feels extremely well put together – the steering is taut, the suspension feels like it belongs to a new car and nothing appears to have been left to chance. The result is a car that is fun to drive, with smooth power delivery from the four-pot engine in addition to safe and entertaining handling. In fact, the longer you spend with this car, the more you realise that it really does stand out from the crowd. The whole thing just feels so... together. Faultless.

BODYWORK CHECK

Your checklist of potential problems will come back blank if you try to find something to have a good gripe about on this car. There's not a spot of orange peel, overspray or filler. The car looks immaculate underneath and panel fit is excellent. There is no rot, either – not even a rust bubble or surface corrosion. All of the chrome is of good quality and free from any noticeable nasties. The wire wheels are in excellent order, as are the

EXTERIOR
Still in first class
condition

INTERIOR
Generally excellent
Wood-effect dash

MECHANICALS
Everything seems
to be spot-on

tyres, which still have plenty of tread. The hood is also in good condition. Whoever has worked on this car's bodywork knew exactly what they were doing.

HOW'S THE INTERIOR?

The interior is presented to the highest standards but the dashboard is finished with non-original wood-effect panelling. That said, it does rather suit the car, with the caveat that it may upset marque purists. Otherwise the interior is very much to 1960s spec, with cream piping on the seats, lovely red carpets and pristine door trims and fittings. Every instrument appears to be present, correct and fully operational. The woodrim Moto Lita steering wheel certainly suits the car,

but there's currently an MG-badged blanking plate where the radio would normally be.

UNDER THE BONNET

The car is equally spotless when you lift the bonnet – the more you look, the more you realise just how much attention has been lavished upon this car. All the components, from the radiator to the screen wash bottle, are immaculately presented, their labels unblemished. There's no evidence of engine wear or leakage and everything else seems to be exactly as it should be, with no bulges or splits in the coolant hoses.

THE CCW VIEW

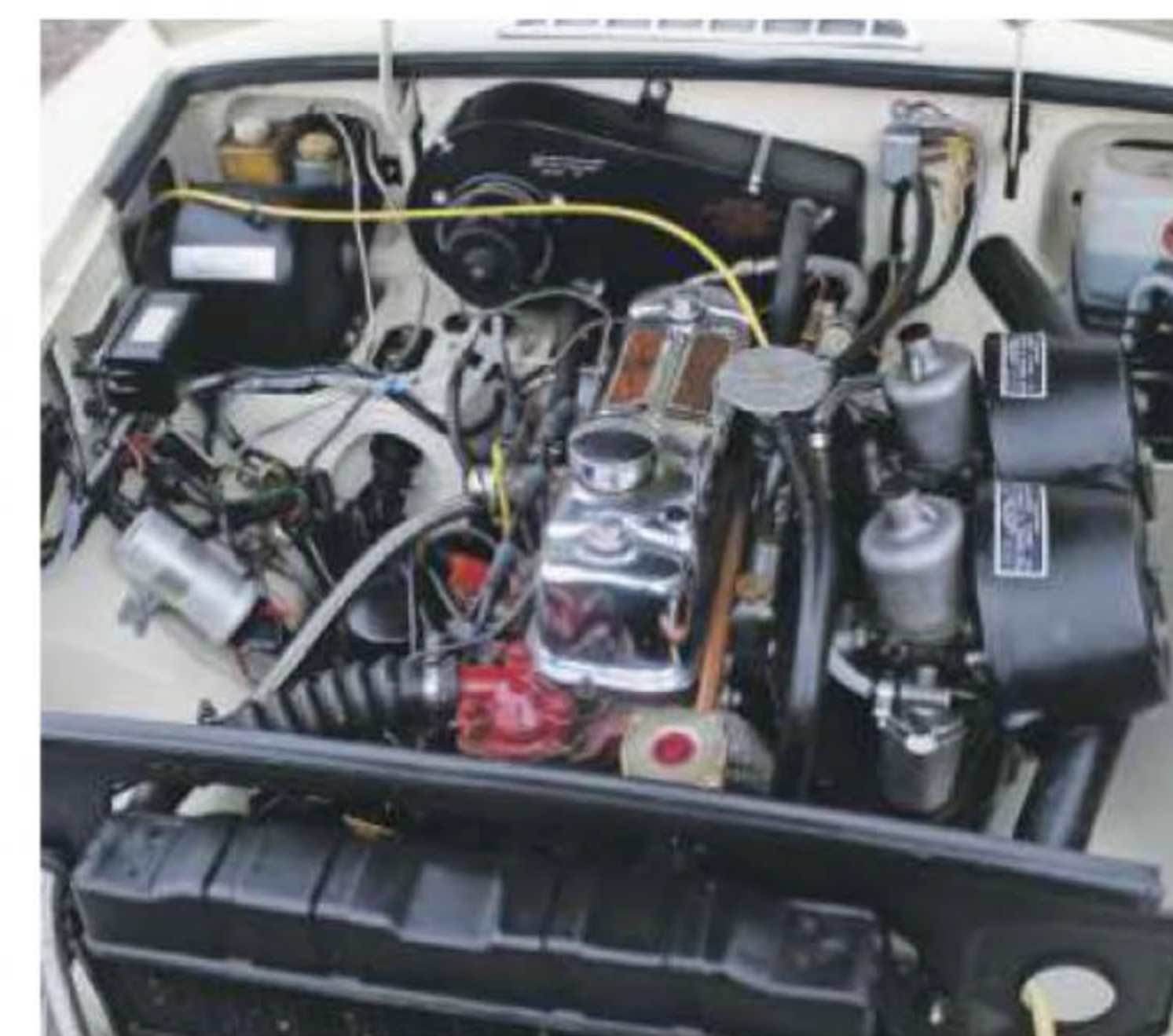
How dare someone restore an MGB to such a high standard that the individual tasked with writing an article about it has nothing to complain about? Even the non-original wood-effect dashboard seems to work. Sadly, there aren't piles of documents dealing with its thorough revival if you are in any doubt as to the professional standard of the resto, but the standard of work speaks for itself. **Nick Larkin**

✓ **PROS** Superb throughout, quality restoration

✗ **CONS** Wood-effect dash, scant history



Interior may not be original, but it's in terrific condition.



Engine bay is hard to fault, right down to the labels.

BUY IT FROM Keyworth Classics, Keyworth, Nottinghamshire NG12 5BL
0115 691 9556/07746 293829

993



1995, 85000 miles, £42995, Last of the air cooled Porsches, arguably the best built and the most reliable, everything has been done as required and comes fully serviced and ready to go. 07935 315573, Towcester

928



1988, 76 miles, £21000, On Spanish plates, ITV until April 2020, not exactly a barn find, has an MoT and drives superbly, in storage from 1992 until April 2019, car in Spain at the moment. 07535 974508, Ravenfield

944



1989, 129000 miles, £4750, Good, solid, 2.7 engine, 10 months MoT, tidy but as with all old cars there is room for improvement, possible swap or p/exchange for something interesting. 07979653185, Stonham Aspal

RELIANT

LX ROBIN



1999, 69,000 miles, £1,800, ono, Manual, MoT Dec 2020, loss of garage forces sale, please call for more information 07544 044369, Mansfield

SCIMITAR



1978, 128266 miles, £3495, Engine fully refurbished 2004, recent new alternator, new water pump, refurbished radiator, serviced by Queensbury Road Garage since 2001, driven regularly. 07817547601, Cambridge

RENAULT

5



1989, 42000 miles, £2390, FSH, 12 months MoT, 1 former keeper, garage kept from new, exceptional condition, completely rust free, drives superb. 01435 865769, Waldron

ESPACE

1990, 109300 miles, £1750, Been in my family over 20 years, sold for a long time as was MoT'd for use in 2019, I've lost that since the test ran out in December 2018, full logbook. 07565 731666, Stoke-on-Trent

4



1989, 79000 miles, £7000, Imported from Alicante, totally rust free, never welded, reliable engine, 4 speed all synchro gearbox, totally reliable, trouble free, delight to drive, much admired. 02089 425151

ALPINE A610



1994, 64000 miles, £22000, Fully restored, owned by me for seven years, comes with a full service history, full body restoration by Renault Alpine tuning services, complete respray. 07885 115214, Droitwich

RILEY

ELF



1968, 88275 miles, £9300, Restored in last 6 years, walnut dash, leather seats, always garaged, not seen rain in 12 months, complete respray, engine rebuild, been in a couple of shows. 07702 192307, Totland

RMC



1950, 60000 miles, £45950, Very rare, one of only 507 ever produced, superb condition throughout, reliable, easy to drive, head turning classic, full MoT(not required), extensive history. 07710 613070, Hayling Island

9



1929, 96113 miles, £17750, A nice comfortable car to drive, engine starts easily and runs, original registration number is very valuable, buff/green log books, old V5C acceptance papers. 0115 9314362, Burton Joyce

20/25



1935, 22,000 miles, £9,750, ovno, Barker sedan body that has been unused for 50 years Mechanically complete and undisturbed but body wooden structure decayed beyond serious reconstruction. Ideal for new body 01732 883282, 07903 946981, Kent

SILVER SPIRIT



1982, 80,000 miles, £1,500, ono, Complete car, non runner, needs some TLC, more info on request, spares/repairs 07585 355024, 01659 74698, South Lanarkshire

SILVER SHADOW



1972, 20,000 miles, £44,950, Full and comprehensive history file, we have been servicing and maintaining it since 1993, in 1994 it won a class win at the RREC national rally and went on to win masterclass and many other awards 01737 844999, Surrey (T) www.rsande.co.uk

SILVER SPIRIT



1983, 54000 miles, £8775, 3 previous owners, MoT Feb 2021, excellent service history, pristine example, drives beautifully, bodywork is in immaculate condition. 07564 048876, Kettering

SILVER SPUR



1988, 80360 miles, £19995, Perfect wedding car, MoT due 15th May 2020, 4 owners, purchased by me in 2010, new battery fitted in 2017, over £5400 spent with Rolls Royce specialists. 07885 330200, Southwater

ROVER

MINI



1993, 115,000 miles, £3,850, ono, Rover Mini Italian Job for sale. Recent mot, great little car, will only go up in value. Dab radio/cd player. Regrettable sale, needs a good home. £3850. ono. 07788 474548, Portsmouth

P4 110

1963, 71,000 miles, £7,995, 10 months MoT, two tone green, excellent throughout, new chrome bumpers, must be seen, fully serviced 01773 763870, 07976 265146, Nottingham

P5B 3.5 COUPE



1972, 34,000 miles, £12,500, Auto, LPG conversion, also runs on petrol, very good leather, seats, carpets, headlining and bodywork, large history, heritage certificate, drives well 01843 592168, Kent

P4 100



1980, 100,000 miles, £7,999, The car was well used and looked after, 28 old MoTs, new recon steering box, new water pump, recently serviced, the vehicle has a good registration number, px possible 023 80766870, 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

P5



1965, 46000 miles, £12500, Overdrive, beautiful condition inside and out, MoT exempt, please call for more information. 074290 99346, Spalding

P6



1971, 92000 miles, £8250, Excellent condition, superb colour with black vinyl roof, huge history file, drives very well, solid as a rock, no corrosion, only used for shows and Sunday drives. 07775 432416, Aldershot

MINI



1989, 120000 miles, £3000, good cond, MoT till April 2020 07771 391353, Porth

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827



1990, 79046 miles, £2500, Luxury, excellent condition, top of the range executive model, all the features, everything electric, great runner, has its MoT, owned it for 3 years. 07946 154305, Chetnole

400



1991, 38000 miles, £1750, Very good condition, no rust, pas, cw, el, em, sunroof, radio/cassette, good tyres, recent service, exhaust and cam belt, MoT Sept 2020, very nice car. 07565 102104, Swinton

MINI



1995, 54317 miles, £3995, 3 owners, service history, good condition, desirable colour, serviced and maintained by myself, nothing is needed on my Mini, reluctant sale. 01208 72458, Bodmin

MINI



1990, 54000 miles, £3250, I've owned the car for 10 years and enjoyed every minute, well looked after, comes with loads of bits and bobs, currently has no MoT, spare keys. 07920 133488, Metheringham

MINI



2000, 12500 miles, £9500, 1275cc engine, excellent condition, all original parts, stored in garage, last time on the road in 2007, passed MoT in 2015 with no problems, final year of production. 07484 746941, Morley

1ET BLACK MINI



1988, 98,300 miles, £3,500, Offers over, Limited Edition, very rare, 3 owners from new, MoT till 19th Dec 2020, recently tuned, garaged all the time when not in use, runs very well, starts first time. 07711 149816, East Sussex

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SAAB

9-3 2.0 AERO 2 DOOR



2004, 83,000 miles, £2,999, 4 new tyres fitted, sports aero body styling, larger alloy wheels, plus two tone leather seats. The car is described by the vendor as an exceptionally good looking car that runs and drives very well 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

900



1989, 52000 miles, £14000, Immaculate car, on SORN since 2002, full service history, been kept garaged since she passed away in 2002, started regularly, will have a new MoT on sale. 07977 469156, Farnham

900 CABRIOLET/COUPE



1991, 114000 miles, £2500, Non turbo, good condition, starts and drives, no MoT, been dry stored, passed the past 3 tests, only bad point is rust and paint peeling. 07869 730869, Rhyl

900



1983, 46500 miles, £4000, Great condition, fantastic example, rare, been stored indoors for the past 20 years, bodywork is in great shape, brand new MoT if required. 07928 786448, Wembley

SIATA

300 BC



1955, 0 miles, £235000, Mille Miglia eligible, very rare, wonderfully original, eligible for the worlds most desirable events, simple restoration to bring back to the road or as is. 07798 681576, London

SINGER

VOGUE



1964, 26,000 miles, £7,500, ono, Recent MoT, never needed renovation, excellent chrome and interior, need a good polish 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

SQUIRE

ROADSTER



1989, 40,000 miles, £18,950, Squire roadster. One of only ten built by vicarage car company under licence. This is not a kit car. Alfa 2 litre twin cam engine. All alloy body and wings. Connolly leather, weather equipment. Call Dave 07984 431221, Derbyshire

STANDARD

TEN



1935, 80412 miles, £5000, Restored in 1979/1980 from unusable condition by previous owner, fully roadworthy, drives well, chrome is original and in reasonable condition, lots of spars. 07909 681134, Staines

SUBARU

SAMBAR



70,841 miles, £5,000, ono, 650cc first reg Jan 1993 first UK reg Dec 2008 miniature VW camper van design. Right hand drive. Mot January 2020. 70841 miles. Very good condition inside and out. 01342 844062, Surrey

PICK-UP



1992, 47500 miles, £4200, MoT Sep 2020, good working order, spent all it's easy life on the same estate, some service records and all original docs, 2 sets of keys. 07401 028758, Monewden

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Morris Minor Convertible (1275cc) - £9,950



1969 Jaguar XK150 3.4-Litre Coupé - £52,950



Jeep Wrangler 4 Ltr Sahara Ltd YJ Auto - £5995



Talbot 110 VDP Tourer - £46,995



MG Midget, 1500cc - £4995



Jaguar XKR Coupe - £8,750

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CHASING CARS

1983 TOYOTA CAMRY GL

ENGINE 1832cc/4-cyl/OHC **POWER** 90bhp@5400rpm **TORQUE** 105lb ft@3400rpm
MAXIMUM SPEED 108mph **0-60MPH** 12sec **FUEL CONSUMPTION** 25-35mpg
TRANSMISSION FWD, five-speed manual **MoT** 12 months from sale **ODOMETER** 126,890 miles

WHAT'S IT LIKE TO DRIVE?

The engine starts perfectly from cold and feels gutsy throughout the rev range. The handbrake has a firm action and each of the five gears engage with ease. There's a small degree of knocking from underneath over very rough potholes – nothing severe – and a very slight tendency to pull left, probably nothing that a decent set of tyres wouldn't cure. These are minor flaws, though, because overall the car feels safe and fun, braking well and cruising smoothly without any vibrations or other suspicious noises.

EXTERIOR
Rusty rear wheelarches
Otherwise smart
INTERIOR
Mostly tidy
No water ingress
MECHANICALS
Drives very well
Good history file

the doors and the wheels, which were refurbished in 2014, are still tidy, though they're wearing unmatched budget 165 R13 tyres.

operate smoothly and there are no signs of water ingress.

UNDER THE BONNET

Nothing looks out of place and everything seems factory spec. There's some corrosion around the underside of the bonnet lip (though this isn't visible from the outside) and the slam panel, but none on the inner arches and only surface corrosion around the lower subframe. The engine is probably due a service – the spark plugs look old and the oil is a little brown – but there are no visible coolant leaks. There's slight oil seepage around the cylinder head but the well-organised history file shows reasonable expenditure, primarily around 2010-2015 when work included a manifold strip, timing belt and reconditioned starter motor. The front disc brakes are only moderately worn.

THE CCW VIEW

It's amazing how modern this early Camry feels to drive. Practical, comfortable and nimble, it would make a fun and quirky runabout, especially to events such as Festival of the Unexceptional.

Theo Ford-Sagers

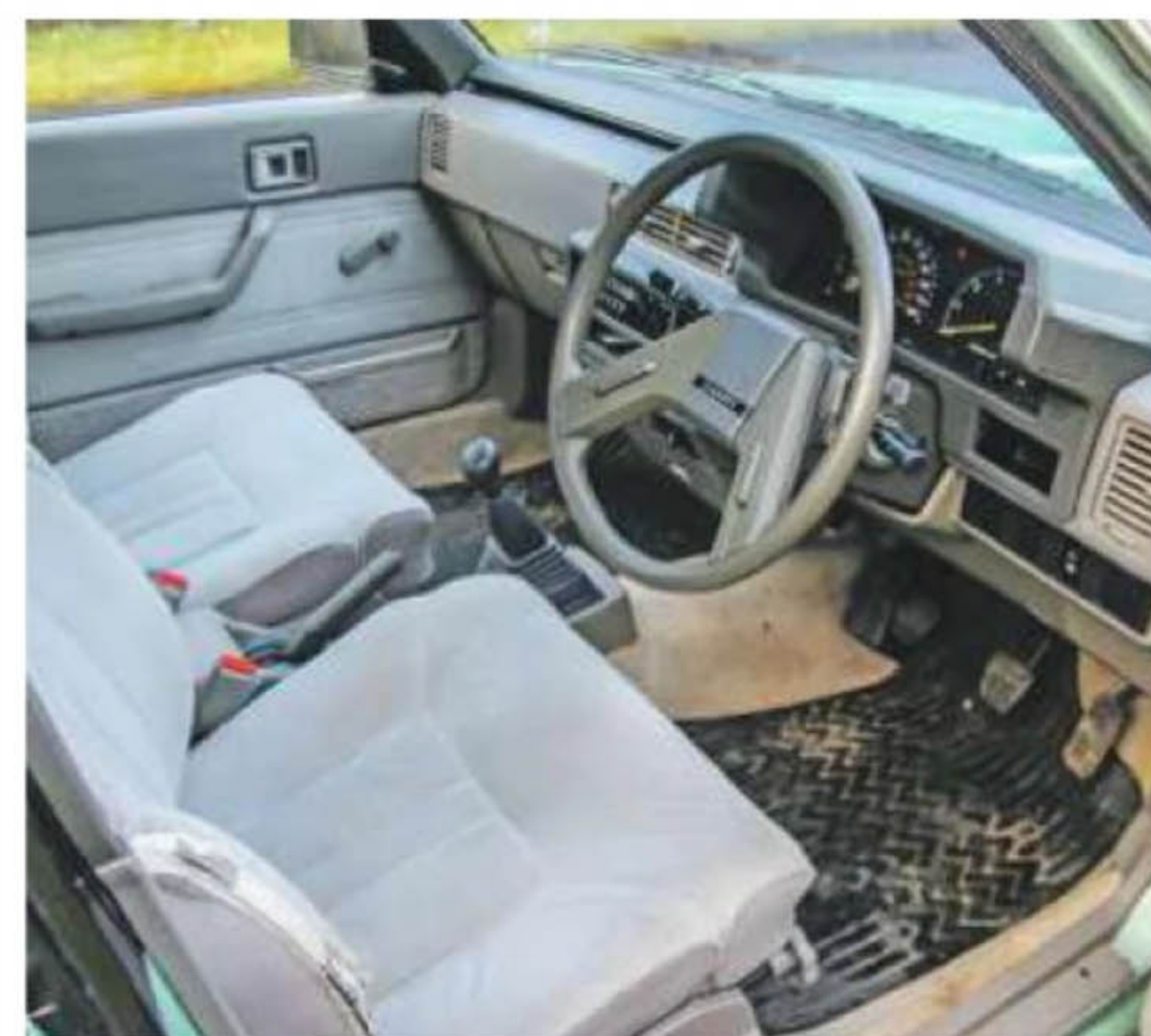
BODYWORK CHECK

Most of the paint is quite glossy and smart – with the exception of a couple of long scratches on the rear wings, which may well polish out – but there are areas of fairly deep corrosion around both rear arches. Exterior trim is very good; there's a small scuff on the nearside corner of the front bumper, but the door mirror housings are free from scrapes. The chrome window trim and door handles are all excellent and the front and rear lamps undamaged, but one of the front indicators appears to be letting water in. There's no corrosion in

HOW'S THE INTERIOR?

A slightly worn driver's seat bolster that's split along its seam is the only significant blemish in an otherwise presentable interior. The door trims are excellent and the carpets should be fine after a valet. The plastics are undamaged – just gentle scuffing around the cubby box lid – and the ashtray is clean. Interior kit amounts to a (working) blower, original Toyota-branded radio, rear demister... and that's about it. One pleasing curiosity is the 'cheapskate' fuel gauge, a second dial that lets you assess every last dram in the tank. The mirror adjusters and windows

- ✓ **PROS** Comfortable, practical and rare
- ✗ **CONS** Rust in rear wheelarches, worn driver's seat



Interior is quite tidy, light wear to driver's seat aside.



Engine underwent quite a bit of work around 2010-15.

BUY IT FROM The Car Cave, Butlerfield Industrial Estate, Bonnyrigg, Midlothian EH19 3JQ. 01875 820527, carcavescotland.co.uk



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SUZUKI

CAPPUCCINO



1994, 13800 miles, £5000, immaculate showroom condition, only 2 owners, 658cc 3 cylinder engine turbo charged, limited to 84mph-110mph without limiter, 3 panel metal hard top. 01452 862968, Brockworth

TOYOTA

LANDCRUISER FI 45



1974, £23,500, Long wheel base pickup, 2f engine, 5 spd g/box, body off refit, new doors & wings, original reupholstered seats, new headlining, recent exhaust & headgasket, MoT'd tax exempt, solid, usable, lots more 07717 206358, Essex



1979, 55 miles, £22750, Long and successful history of reliable service, all the paperwork required, fitted A/C, power steering, uprated suspension, tints can be removed at no cost. 07545 282051, King's Lynn



1992, 79000 miles, £5999, Excellent, clean, original example, T-bar, only 2 owners, much of its life has been spent in Athens, UK car, large pile of service history, clutch August 2018. 0776 8333810, Chearsley

TRIUMPH

HERALD 1200



1966, 65,005 miles, £1,500, or best offer, Engine runs and drives lovely mechanically sound brakes work complete good interior needs bodywork tidying up and re-spray great little classic just needs someone to love it again! 07788 170878, Hampshire

SPITFIRE MK3



1969, 40,000 miles, £7,250, Rust free original car with older re-paint. One owner with history and documentation. Re-commissioned with many new parts. Original hood, hood cover, spare wheel cover and tool kit. Excellent driver. 07913 234661, Suffolk

TR4



1963, 3,560 miles, £18,000, ono, LHD within recent mileage, comprehensive, mechanical upgrade rebuild by TR professionals. All bills available in support. All original equipment with vehicle eg. seats, bumpers etc. 07931 357630, West Yorkshire

TR4



1966, £23,995, Lightweight works TR4 replica, powder blue coachwork ideally suited to sprints and hillclimbs. Comprehensive spec. alloys, roll cage etc. 07710 351910, Buckinghamshire

STAG



1974, 73,000 miles, £8,000, Manual, O/D restored in 1988 at 69K mls, requires respray and bumpers rechrome. Good solid stag, new fuel tank & tyres fitted, drives well, 12 month MoT, please call 07768 144483, Manchester

TR6



1972, £19,995, Original UK 150 BHP, red with black trim, 5 speed gearbox, drives very well with extractor manifold and overhead linkage kit, will come fully serviced with 12 months MoT 01487 842168, Huntingdon (T) www.trgb.co.uk

2000



1973, 66850 miles, £3500, 5x alloy wheels (Stag type) in excellent condition and very good tyres, never been laid up or stored, always been on the road, used regularly, 3 previous keepers. 07443 935659, Threemilestone

STAG



1972, 55000 miles, £14500, 3L V8 engine, very low mileage, been in same family since 1999, £10k spent on the body & paintwork, interior needs some TLC, new clutch & battery. 01382 580727, Pipersdam

TR6



1974, 65500 miles, £16750, A genuine overdrive car rust free which starts easily, has great oil pressure and idles very smoothly in shiny French Blue. 07936 828901, Inverkeithing

STAG



1972, 130000 miles, £16000, Very original, 2 owners, fully restored in 1990, sensible upgrades and extras, beautiful, painted under body and protection, now MoT exempt. 07816 988814, Skipton

SPITFIRE



1975, 135000 miles, £4500, Older restoration, still a tidy car inside/out which would benefit from an enthusiastic owner ready to take it to the next level, running well, currently with MoT. 07922 057587, Brize Norton

SPITFIRE



1973, 5400 miles, £1500, Restoration project, been dry stored for over 20 years, has had all work on the underside done, comes with hard top, very good car, rust free car. 07904 062027, Failssworth

1500



1977, 68000 miles, £8500, Very smart, just completed the London to Brighton Rally with no issue, complete body off and chassis up restoration with great attention to detail, new respray. 07595 218457, Redditch

DOLOMITE ROADSTER



1970, 36000 miles, £11000, Beautiful machine, fully undersealed and ready for all year pleasure, loved driving the car, she sounds amazing, always attracts lots of admiration. 07424 879978, Glasgow

TR4



1966, 123456 miles, £23995, Lightweight works replica, very rare, road legal, undergone a no expense spared build, stunning looking car, currently fitted carpets and interior trim. 07710 351910, Ashley Green

STAG



1975, 86300 miles, £16950, Black vinyl interior, bodywork has been restored prior to my ownership, no corrosion present, parts replaced/upgraded, beautiful example. 07970 005041, Stourbridge

GT6



1973, 44590 miles, £15500, Totally original specification, very usable car, 1 registered keeper from new, driven from new in 1973 until the mid-eighties, interior is in beautiful condition, SORN. 07795 451451, Chichester

TVR

GRIFFITH 500



£23,995, One of the most iconic British Sports cars of its time, 2 owners since new, current owner since 1999, only 45818, finished in stunning blue coachwork, cream leather interior, blue mohair roof 01992 827157, 07711 630348, Essex

VAUXHALL

J14/6



1947, 70,000 miles, £7,100, ono, no rust recent fluids all round, brakes and wheel bearings, plugs points and condenser, good tyres. Good runner ready for the new season, history plus work shop manuals, 01728 747284, Suffolk

CAVALIER



1995, 89000 miles, £1000, Limited Edition, 1 of 14 left on the road and decreasing by the day, not your usual project car, fantastic example, well loved classic, all handbooks, both keys, FH. 07837 192953, Atherton

VICTOR



1969, 67304 miles, £4000, Rare restoration opportunity, only 1 of this kind left in the UK, 1 owner for past 43 years, requires some minor work, runs, various Vauxhall spares for many models. 07946 522748, Luton,

VELOX



1948, 97000 miles, £7500, Only made for the first few months of manufacture, owned this car for nine year, very reliable and pleasant classic, everything works as it should. 07970 239178, Welling

VOLKSWAGEN

GOLF GTI MK3



1997, 80,000 miles, £3,250, ono, very original, well cared, in excellent condition, sunroof, c/locking, recent major service inc cam belt and brakes, long MoT, original book pack, document file, 2 keys, tool kit, private sale 07710 968292, Lancashire

POLO COUPE S



1988, 90,367 miles, £3,000, Open to offers, Up for grabs is my polo coupe s. Had lots of work done during my ownership including new fuel tank, new suspension, stainless exhaust, Webber carb. Call or email for full details 07460 716221, Dorset

GOLF



1999, £1,699, Electric windows, power steering, power hood, 2 keys, remote central locking, abs brakes, 16" BBS alloys, in black, the hood is in good condition, also heated back windows, fitted stereo 07545 703474, Southampton (T) www.kinsonmotorcompany.co.uk

GOLF



2005, 29000 miles, £7295, Super condition inside and out, is in fantastic condition, thousands spent on keeping it mint, stamped service book, 4 new Yokohamas, unmolested. 07770 223418, Gayton Wirral

GOLF



2008, 106213 miles, £7000, Stunning, full history, 2x fob keys, no doubt this is a future and appreciating classic, Hankook tyres, Diamond Ct 18" alloy wheels, auto dimming mirror. 07970 220557, Dullatur

BEETLE



1970, £7450, Cal look Beetle, ground up rebuild, paintwork is still wonderful, drives well, lowered, Porsche seats & wheels, every day driver. 07939 226075, Rainham

BEETLE

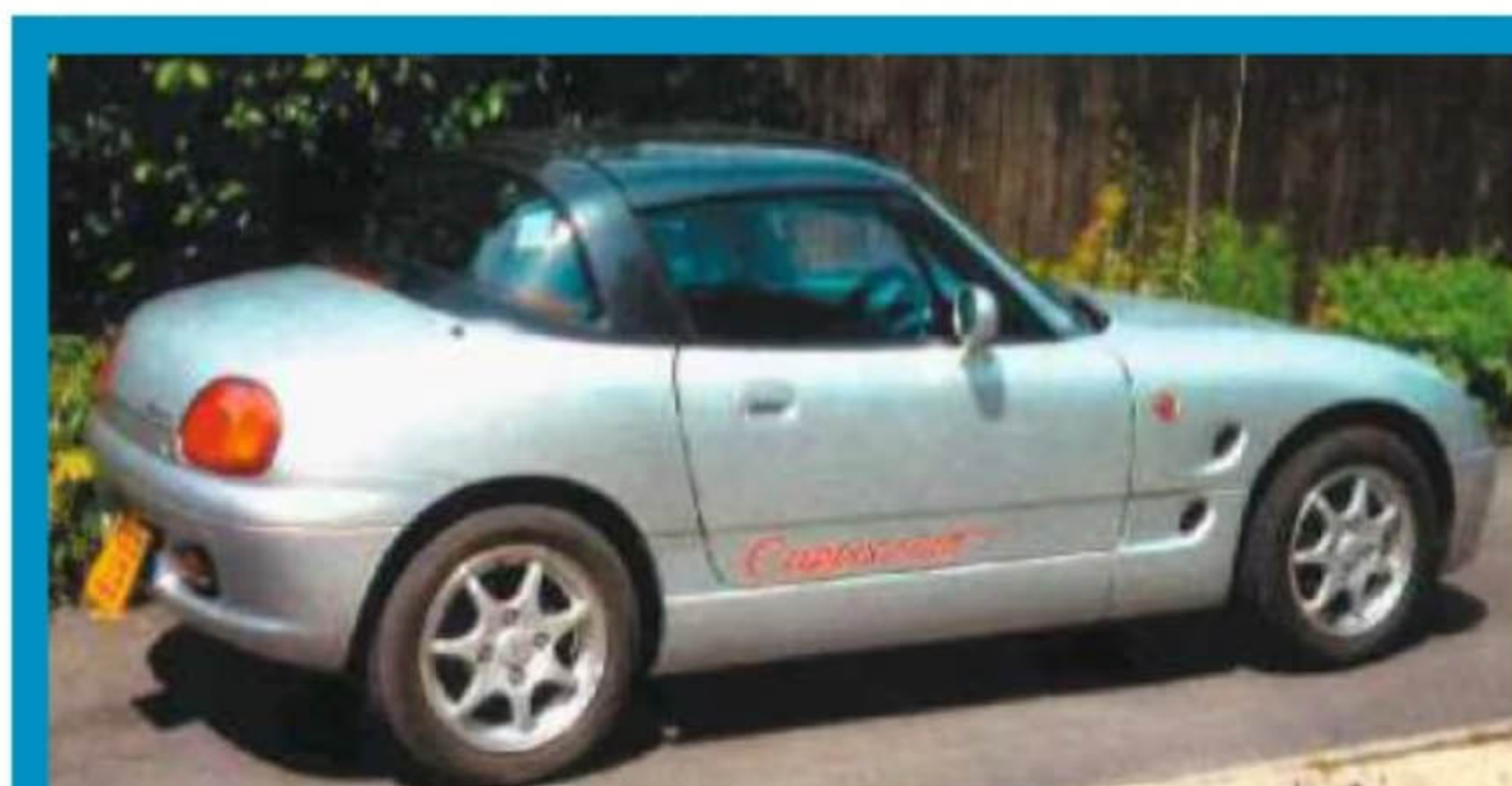


1963, 87000 miles, £12400, Ruby red, genuine mileage, fitted with a number of rare accessories, fantastic condition throughout, viewings welcome. 07496 354199, North Carlton

1200



1985, 58000 miles, £4750, Very clean under the bonnet & inside, plenty of work recently done, passed latest MoT with no advisories, recent service, ready to go. 07400 324467, Sheffield



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1966 Morris Minor 1000
Canterbury Convertible,
Old English white/red trim,
Body restored in 2009, Lovely
looking car, New mot
£8995



SOLD

1967 MG Midget 1275,
Old English white/black trim. Recent body
restoration and new hood. Mini Lite wheels,
Very well presented £7995



1970 Morris Minor Traveller,
Almond green, 87000 miles.
Lovely looking car,
MoT tested until May 2020
£8995



SOLD

1953 Lanchester 14 Saloon,
Just out of dry storage. Very solid example,
will require recommissioning
£2500



1954 BSA C10 250CC,
Runs and rides very well.
Much money recently spent.
Please call for details £2250



1955 Ford Popular 103 E, Rare Winchester blue,
Comes with extensive history, Original number, Seat
belts & indicators fitted, Very nice example that drives
superbly. Please call for more details £5750.00



1965 MG Midget 1275, Tartan red, Fully restored in the
1990s and in stunning condition, Reconditioned Ivor
Searle unleaded spec engine just fitted, Complete with
hardtop, Large history file, Lovely car throughout POA



1972 Datsun 260C Saloon.
Been stored 36 years, Very solid car, Never
welded. Will require restoration £4995

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<p>1968 Morris Minor 1000 Deluxe - This beautifully presented example comes complete with original bill of sale and was subject to an extensive restoration program in 2004, being treated to a full respray in the correct smoke grey paint. Having covered only 5500 miles in the last 5 years this Morris has obviously been treasured and cared for. £6,995</p>	<p>1976 Triumph Spitfire 1500 - This outstanding example has covered only 29500 miles from new and drives as well as it did on the day it left the factory. Subject to a large amount of expenditure in 2017, this Spitfire presents very well. The engine and gearbox are strong and smooth making it an ideal car for shows, rallies or even more regular use. £11,750</p>	<p>1970 Triumph Herald 1300 - Complete with an extensive history file this Herald is a time warp to drive, having covered only 53700 miles the Herald is largely original having only a respray, speaking to the highest standard at which it has been maintained over the years. The drives well and would make a fantastic starter classic or daily driver. £6,995</p>	<p>1988 Toyota MR2 - This low mileage example has covered only 63500 miles and features the targa top roof system. Having driven many faultless miles with its previous owner this MR2 is a usable classic with beautiful body work and the added performance of a newer vehicle from the 1587cc engine. £6,995</p>	<p>1971 Triumph Stag MK1 - This low mileage example has covered only 63500 miles and features the targa top roof system. Having driven many faultless miles with its previous owner this MR2 is a usable classic with beautiful body work and the added performance of a newer vehicle from the 1587cc engine. £6,995</p>	<p>1966 Rover P5 3 Litre - This low mileage example has covered only 63500 miles and features the targa top roof system. Having driven many faultless miles with its previous owner this MR2 is a usable classic with beautiful body work and the added performance of a newer vehicle from the 1587cc engine. £6,995</p>
<p>1978 Porsche 911 SC - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1938 Lancia Aprilia - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1950 Land Rover Series I - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1949 Bentley MKVI - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1955 Triumph TR2 - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1971 Lotus Elan +2 S130 4 - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>
<p>1950 Jaguar XK150 3.4 SE - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1957 Jaguar XK150 3.4 FHC - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1956 Chevrolet Corvette C1 - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1968 Jaguar E-Type Series II 4.2 Roadster - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1955 Aston Martin Virage - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1965 Daimler 250 V8 Saloon - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>
<p>1960 Austin Healey 2000 MK1 - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1960 AC Aceca - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1959 MG 1600 Coupe - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1971 VW Beetle - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1950 MG TD - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>	<p>1978 Aston Martin V8 Series II - This is a matching numbers left hand drive, non-sunroof very early SC, originally supplied to Japan and by chassis number is the 10th 911 officially imported there back in 1978, before coming over to the UK in 2014. Fitted with a lightweight interior in black. The car is completely standard, with the exception of a set of stainless SSV's which make a lovely noise and adding a useful power boost to around 150bhp. £28,995</p>

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GOLF



1997, 80000 miles, £3250, Very original condition with low mileage, runs & drives like a GTi should, recent major service inc cambelt and brakes, long MoT. 077109 68292, Lancaster

GOLF



2002, 42000 miles, £7500, Well cared for example of one of the best Mk4 Golfs ever made, clean, MoT till 31 July 2020, 2 previous owners, absolute joy to drive, service book, receipts. 07838 493002, Worthing

1200



1965, 58495 miles, £10500, Original UK import, been resprayed in her original colour, front seats have been re-upholstered, rest of the interior is totally original, starts/runs beautifully, rare. 07976 717933, Exeter

BEETLE



1972, 86991 miles, £9950, Full restoration, 1300cc, please call for more information. 07841 714026, The Common

GOLF



1981, 183732 miles, £20000, Meticulously finished restoring in 2012, everything has been given rust protection, runs fantastically, been garaged since restoration. 07776 316592, Braintree

GOLF



2003, 52000 miles, £4995, Excellent, one lady owner example of this potential classic, full main dealer service history, PAS, central locking, climate control, CD multiplayer. 07711 636060, London

GOLF GT SPORT DIESEL



2008, 83,300 miles, £4,500, Silver, 2 litre GT Sport, 18" alloys, full leather interior, 2 door, immaculate condition, 6 speed manual, very clean genuine car, 01233 635201, Kent

VOLVO



1968, £3,500, Two door, been off the road 18 months, restoration project, Webasto roof, nice wheels, will be a lovely car. 01233 750508, Kent (T)

AMAZON



1967, 33447 miles, £2500, Two sets of wheels and tyres, new disc and brake lines, does run but has a bit of work, welding, electrics and interior, please call for more information. 07834 552017, East Preston

440



1989, 23500 miles, £1995, One owner from new very low miles 07894 091315, Plymouth

C70



2000, 64500 miles, £2000, 2.4 non turbo manual (rare), 3 owners, myself for the past 19 years, very very good condition for a 19 year old car, dealer service history. 01269 845195, Llanelli

1800S



1969, 34796 miles, £30000, Been fully restored and as a result is a very original and stunning looking Volvo, everything works as it should. 07880 242324, Biggin Hill

C70



1998, 107700 miles, £995, A nice example, externally and internally is very good, drives very well, fantastic performance, feels very solid on the road, 2 keys, MoT until 19 Dec 2020. 07980 750644, Wirksworth

850



1996, 80000 miles, £8500, Fabulous condition, MoT until Oct 20 with no advisories, totally original, major service, Japanese import 2017 and in fantastic condition. 07793 460612, Hampton Hill

V70



1998, 207000 miles, £3995, Reasonable service history, spent quite a bit of money on it, MoT until the end of September, drives lovely, 75 left on the road now. 07747 598727, Bournemouth

S70



1997, 140000 miles, £1995, Ex Hampshire Special Branch vehicle, cloth interior, Webasto glass tilt/slide sunroof, police map, fitted a leather steering wheel, very well maintained. 07747598727, Bournemouth

WOLSELEY

1500



1960, £4,950, Has MoT, a good sound example showing 85000 miles 01564 779746, 07719 995514, west Midlands (T) www.bobsaffordableclassics.co.uk

1885



1970, 58,000 miles, Auto, a solid car with a good interior, starts & runs, needs paintwork & a bit of mechanical work to return to road 01779 479509, Aberdeenshire

HORNET



1931, £29,950, Given a 'body off' restoration including the engine being stripped and rebuilt and much more besides, Rebuilt frame then re skinned with aluminium 01794 390895, Hants/Wilts (T)

CARAVANS & MOTORHOMES

VOLKSWAGEN T5 TRANSPORTER CAMPERVAN



2006, 42,700 miles, £17,250, ovno, Minimal use of camping interior. Cooker, sink, fridge unused. Flammia canopy/unused towbar. MOT no advisories. New front tyres/brakes. Lovely condition throughout 07717 315164, 01953 498287, Norfolk

COMMERCIAL VEHICLES

BEDFORD CA PICK UP



1963, 55,000 miles, £15,000, Tax and MoT exempt, 4 owners from new, excellent body work, runs and drives faultless, ready to show 07811 096017, Bradford

FORD TRANSIT

2001, £1,095, ono, 2.4 diesel, high top, long wheel base van, ex railway crew bus, long MoT, would make ideal campervan, might consider PX 07963 777762, Oxfordshire

FORD TRANSIT CONNECT



Have two, 06/57, both need attention. £295 each 07743 370641, Staffordshire

FORD TRANSIT MK5



2000, 54,000 miles, £2,650, Manual, MoT, good condition except for minor dent, ideal classic film work etc, please call for more information 07539 864909, Surrey

VOLKSWAGEN CADDY PICKUP



2000, £1,450, Manual, grey trim, 1900 diesel good MPG, recent oil change, good tyres, tow bar, good runner, garaged, needs MoT, PX classic moped/car 01302 855370, 07837 773117, South Yorkshire

KIT CARS

DUTTON MELOS



1974, 24,000 miles, £2,700, ono, Dutton kit car with recently new leather seats and new carpets paint work is in average condition 1.3 ford crossflow engine Mot and tax exempt 07805 066556, Leicestershire

SEBRING SX



2008, 5,000 miles, £23,000, ovno, 3.9 litre V8 Healey recreation by Sebring. Stunning car. Factory built. MoT October. Holly 4 barrel. Split rim alloys. Smiths clocks. 5 speed. Looks and sounds superb. Under 5000 miles since build in 2008. 07582 012247, Cornwall

MOTORCYCLES & SCOOTERS

BSA BANTAM TRIALS



£2,300, ono, alloy wheels tank electronic ignition new rear tyre. 07816 561852, 01740 623765, Co Durham

HARLEY DAVIDSON HERITAGE SOFTAIL ANNIVERSARY MODEL



2003, 15,500 miles, £7,950, Stage 1 tuned, £4000 worth of extras, excellent condition, part exchange for R75/80 must be fairly low mileage and good condition. 07761 056655, Yorkshire

MONTESA MH123



1984, £1,500, ono, New mudguards seat road reg v5. 07816 561852, 01740 623765, Co Durham

RALEIGH RUNABOUT (MOPED)



1966, £375, In original condition, starts by peddling, 20mph max, runs smooth, twist & go, fun to ride, comes with leg guards & chain guards, V5. 07818 835100, Cheshire

VELOCETTE VENOM CLUBMAN



£11,995, ono, Excellent by Geoff Dodkin. Engine number GD72 Ready to ride. Known to Velo club. Must be seen, call 07778 236717, Buckinghamshire

YAMAHA 600 FZR

£1,950, ono, SORN in garage for 2 years, excellent condition throughout, only done 10000 miles, looks like brand new, white and purple, MoT'd for 1 year, nice fairing, ring/see anytime, call for more photos. 0207 2863344, 07399 079132, London

OTHER VEHICLES

MORRIS MORRISMINOR PICKUP

1967, 20,000 miles, £1,750, Open to offers, Green 1967 Morrisminor Pickup. Disc Brakes, Alternator, & some spares. Running but not been used for a while. Genuine reason for sale 0208 5087529, Essex

TATA SAFARI



2005, 82,680 miles, £400, ono, spares or repair, no MoT needs some welding, rear seat belt anchorage area, other items phone for details. Recent cambelt renewal. £400 ono. 07950 344031, 07383 415615, Gloucester

VOLKSWAGEN T25 TRANSPORTER 1.6 TURBO DIESEL



1989, 130,000 miles, £5,795, ono, VGC, LHD, Factory fitted power steering. New cam belt, clutch and starter motor. Recent service. 9 seats and belts. Spares inc. full set of wheels. Part-ex considered for complete running classic. 07738 404139, Derbyshire

PROJECT CARS

AUSTIN 7



1934, £4,500, ono, RP saloon part restored painted cream and black correct sliding sunroof fitted new wood and metal some wiring done correct armoured wiring supplied requires trim and general finishing 07388 406603, 0118 9340919, Berkshire

FORD CORTINA MK1 GT

1961, £750, Stored in garage, blue, must be gone by 27th Feb, please call for more details 07778 223344, 01344 844844, Surrey

LANCHESTER LA 10



1993, £5,750, FHC, very rare car in solid condition in need of complete restoration, 99% complete, non runner, loss of storage causes sale 07719 020463, North Wales

MERCEDES 123 ESTATE

1982, Green, manual, been standing outside for long while, 3000 engine seized was 200 petrol break or sell complete, Mk2 Granada Ghia front bumper 07926 338158, 0207 4745953, London

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remarkable original condition.....£4995



Wolseley 1500 1962 Restored Example -
£8995



Renault 5 'Le Car' just 19k - Remarkable find!
£3495



Ford Escort XR3i MK3 1984 Cabriolet - very
good all round order.....£6995



Morris Mini 1961 Restored Example in
Wonderful Condition.....£16,995



Jaguar 420G Auto 1968 - Mason black & Red
leather Just resprayed.....£18,995



Jaguar XJ6 Series 3 4.2 Auto 1984 73k -
Stunning Restored Car.....£14,995



Riley 1.5 1960 - Restored Beauty.... £14,995

Scorpio Ultima 2.0 Auto 139k.....£1795
Banham Kit Car in very good order.....£2495
Ford Fiesta Ghia 1.6 2002 - Just 68k in excellent order.....£2995
Mini Convertible Zeemax Body Kit Azure Blue - Needs Recommission.....£2995
Vauxhall Vectra Sri 130 2001 - 63k Stunning.....£2995
Mini City E Auto 1986 - 46k Lovely example.....£3995
Mercedes E320 W124 Petrol Estate Huge Spec in Super Order.....£3995
Citroen CX 2.5 Turbo Diesel.....£4995
Mercedes SL280 1998 R129 - Stunning Car.....£6995

Ford Fiesta XR2i Grey/Blue 1991 - Show Standard.....£9995
Ford Fiesta XR2i Black 1989 - Show Standard.....£9995
Jaguar XJS 1991 3.6 Auto - Just 75k - Beautiful Example.....£11,995
Ford Escort XR3i Cabriolet 58k - Show Standard.....£12,995
Triumph Vitesse 6 1965 - Stunning Example.....£14,995
VW Notchback 1965 - Beautiful Restoration.....£15,995
Capri 2.8i Special 1985 65K - Stunning Condition.....£18,995
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TRIUMPH TR6
MGB ROADSTER
AUSTIN HEALEY FROGEYE
JAGUAR S TYPE
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MG TF1250



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1965 VAUXHALL VIVA DELUXE
- JUST 22,000 MILES FROM NEW.
REMARKABLY ORIGINAL CAR. **£4,750**



1953 RILEY RMF.
49,000 miles. Original and rare car.
£12,995



1972 MGB ROADSTER. Heritage shell. Fully
rebuilt including aluminium radiator, oil cooler,
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MERCEDES 380 SE AUTO

1984, 141,610 miles, £450, ono, Gold, needs work, starts, stops & drives, please ring for more details 0116 2761649, 07724 612997, Leicester

SUN 175CC



£750, No docs or V5C, collection only, spares or repairs, please call for more information 07719 020463, North Wales

TRIUMPH HERALD



1966, 89334 miles, £1250, Project, really deserves to be put back on the road, a lot of surface rust but next to no rust that requires welding, all the interior and wheels and soft top, rare. 07377 129459, Milton Keynes

VAUXHALL WYVERN

1953, 40,000 miles, £3,800, Green, running restoration Please call before 5pm 07724 776536, Middlessex

VAUXHALL STRA MK3 ESTATE L REG

Breaking for spares (sell or swap), white, plus many spares, diesel, breaking whole car-does drive, major chassis work needed, sell or swap for old motorcycle, campervan or something interesting. 07930 190502, 07535 235124, Manchester

VOLVO 145



1974, 20000 miles, Rare model, long load space, B20 engine, needs major restoration, please call for further details. 07512 007762, London

MISCELLANEOUS

ADVERTISING SIGN

£150, ono, Original, vintage, 4 ft, hard board advertising sign, cycling, circa 1950s, excellent condition. 0115 9980511, Nottingham

AIR COMPRESSOR

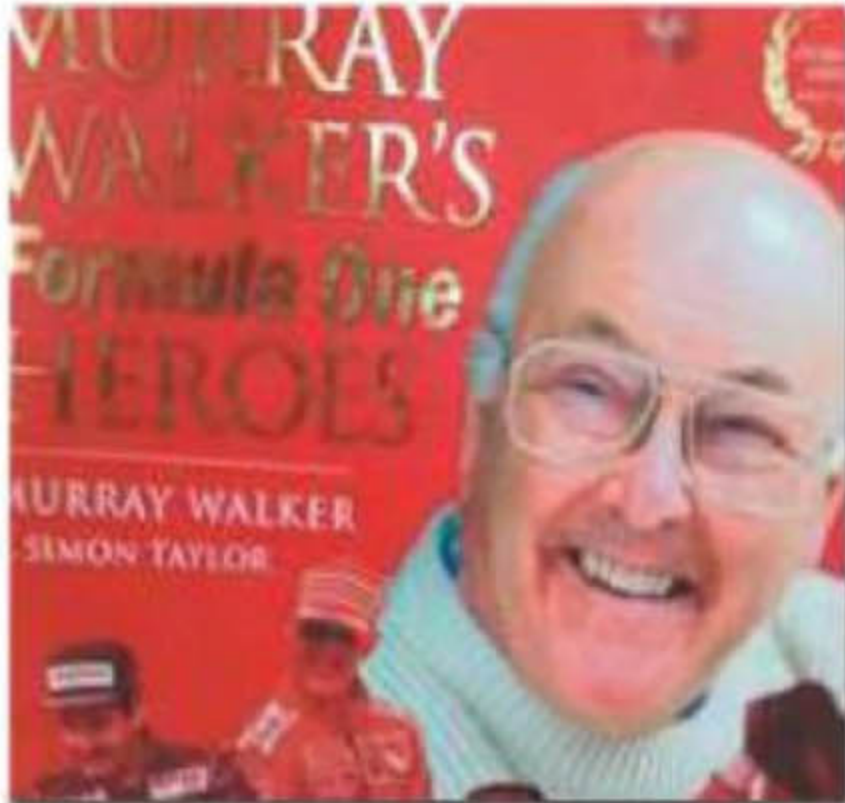
£475, Air Compressor, 150 litre tank, 240 volts as new had very little use. 07831 329220, Ashford, Middlesex

AIR IMPACT GUN & SOCKETS



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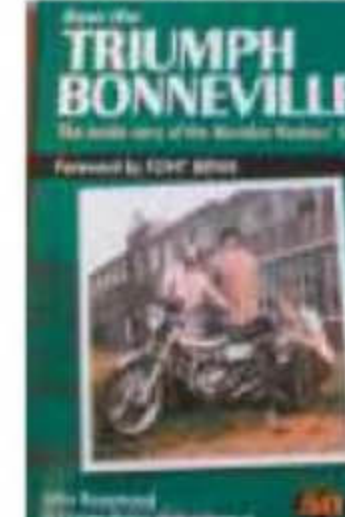
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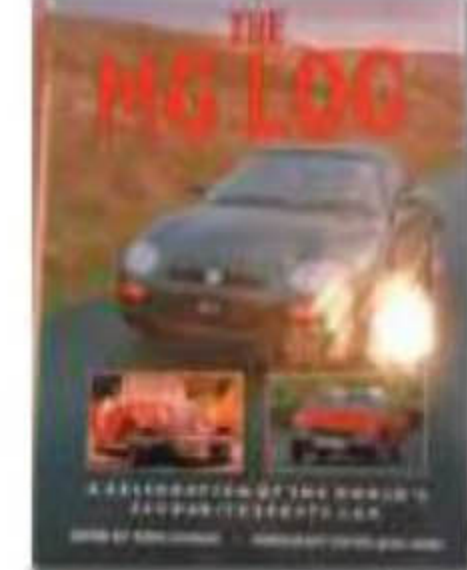
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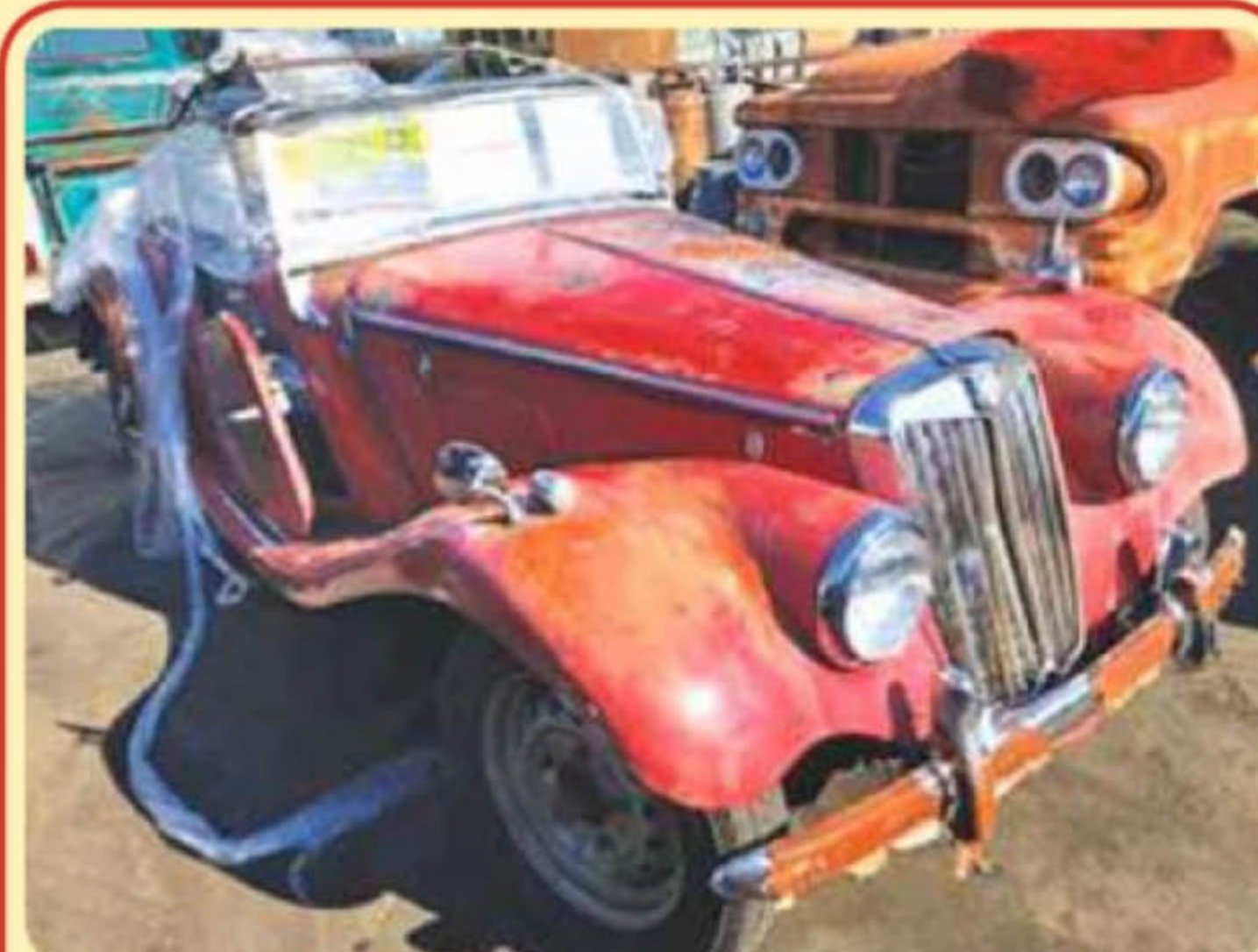
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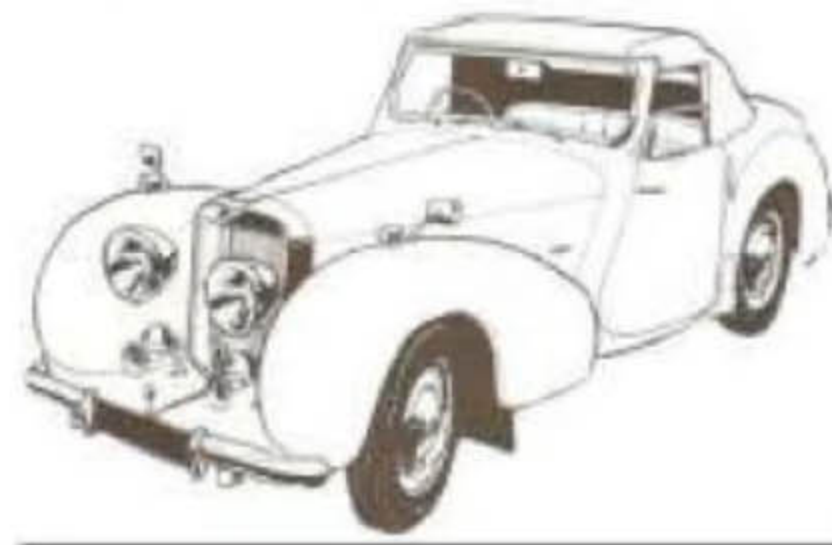
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1996, 170,000 miles, £850, ovno, roca red, v8 cream leather, recon engine at 73000, gas conversion 07986 743127, 0118 9843499, Berkshire

623GSI



1997, 117k miles, £350, Honda engine, high spec model, lots of history, off road since 2015, one registered keeper, to good to scrap, interesting reg no, have had running, has alternator fault. Ring to view 07855 988709, Cambs

100 KENSINGTON SE

1995, 70,000 miles, £625, ono, One family owned from new. Nightfire red. Nice interior. 3-door hatchback. 1100cc petrol engine. Requires attention. 5-speed manual transmission. Some spares. Not many of these cars left, so please restore me! 07968 048762, Worcestershire

SAAB

9-3



1998, 100000 miles, £495, Good condition, daily driver, many recent parts, in good mechanical condition, new centre exhaust, new plugs, leads, shocks all round, good tyres all round. 07584 796635, Steyning

SUZUKI

WAGON R

2006, 33,000 miles, £995, Silver, manual, 2 lady owners, new MoT, new battery, excellent condition 0191 2581105, North Shields

TALBOT

SOLARA

1983, 60,000 miles, £695, ono, 1.6 LS, series 2, 4 door saloon, long MoT, genuine miles, owner + service history, fitted tow bar + electrics, excellent original condition, ideal first classic 07963 777762, Oxfordshire

VAUXHALL

NOVA MERIT

1991, £550, ono, 1196cc 5 door hatchback blue because of break in nearside door damaged window smashed for sale spare and repairs or exchange for British motor bike 500/650cc needs repairs 01934 642383, Somerset

VOLKSWAGEN

BEETLE



2001, £1,000, Herbie, No. 53 long MoT, new battery, good condition, please ring me for more information 07816 561852, 01740 623765, Bridlington

POLO

2003, £575, 3 door, family owned over 12 years, clean/nice little runner 0115 9980511, Nottingham

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PARTS & ACCESSORIES

5 MG ROADSTER WIRE WHEELS
£250, Good tyres 01942 223510, Wigan

ALVIS TD21 ENGINE AND GEARBOX



£600, Largely complete Alvis TD21 engine partly dismantled for inspection, good block and bores, good for spares or repair, £600. Matching seized 4 speed gearbox with bellhousing, spares/repair £100. 01625 861728, Cheshire

AUDI 80 GL FRONT & REAR BUMPERS

£80, For sale: Audi 80 GL 1986 front and rear bumpers. 01268 812973, Essex

AUDI AT GL 86 MODEL BUMPERS

£100, Front and rear, black 07526 010754, Essex

AUSTIN HEALEY 3000 ENGINE

£7,950, Just rebuilt, original full running engine, unleaded and rebuilt head, high compression, factory spec by Healey specialists, ready to fit, mega detailed, descaled, tuned, reproduction flat classic, v5 07840 400569, Bristol

AUTOMATIC GEARBOX

£350, Jaguar XJ8/XK8, up to 92 07888 822949, Coventry

AXLE STANDS



£9, Plus P&P, 2 tonne adjustable axle stands, new never been used. 07831 329220, Ashford, Middlesex

BMW 3 SERIES WHEELS

£360, Set schnitzer style 17" 5 spoke wheels with excellent tyres, 225 rear, 215/45x17 fronts, slight scuffs to rim edge (one wheel), inc wheel bolts, lock, fits E36/Z3 five stud. Corrected phone number 01529 302903, Lincolnshire

BMW 635 1985 PARTS

£275, Fuel cylinder head, inlet manifold, air flow meter, radiator, distributor cap, leads. Price for the lot 07484 023000, 01622 820123, Kent

BMW 700 MICROCAR SILLS

Outer and inner sills with jacking point. Fits cars built between 1959-1965. 07968 048762, Worcestershire

BOSCH TWELVE VOLT CAR HORN



£10, Including P&P, tested and is in good working order. 0161 2875845, Manchester

BSA A10 GEARBOX PLUNGER TYPE



£158, Including P&P, in good condition complete and ready to fit. 0161 2875845, Manchester

BUMPERS & CHROME

A55 MK2 rear, A60 rear + quarters, bezels, door handle, overriders (fronts), Escort Mk1 van front NOS, superminx chrome. All good condition, please leave a message 01243 814459, West Sussex

CAR PARTS

Vauxhall Astra Estate rear boot roller, 2001/up to 2005, £30. Triumph Stag original door mirror, new/old stock £40 0115 9980511, Nottinghamshire

CHASSIS



£500 no offers, Spitfire Mk3 chassis. 01945 584100, 07981 896259, Wisbech

CLEAR HOOTERS SIX VOLT



£23, Including P&P, vintage horn fitted to British motorcycles in the fifties and sixties working. 0161 2875845, Manchester

CONSUL MK2 PARTS



£120, ovno, wheels tyres four 5 stud stainless wheel covers 5 3 piece exhaust system wood slatted roof rack all off my consul 07519 174909, Norfolk

DAIHATSU CHARADE G1 REAR LAMP



£20, Can post at cost, call text or whats app for details. 35387 6820270, Ireland

DOORS



£400 ono, Austin Metro, 4 doors, back heated window section and 2 wings, job lot 01945 584100, 07981 896259, Wisbech

DOORS



£500 No offers, Singer Gazelle, 4 doors, bonnet, boot lid, front section grille, job lot 01945 584100, 07981 896259, Wisbech

DYNAMO



best offer, dynamo power steering with pump 01945 584100, 07981 896259, Wisbech

ENGINE

Call for price(s), Ford DI engine and gearbox 97-02, 1.8 diesel in good condition. 07510 171711, Bristol

ENGINE STAND

£60, Plus P&P, Nutool, hardly used, 1000lb/500kg, model 1311, £60 ono + p&p or arrangement. 01636 822042, Newark

FORD 1300 ENGINE

£150, Ford 1300 OHV engine removed from 1973 Cortina MK3, all complete, head has been done, runs sweet, low miles, £150 07786 774382, Herefordshire

FORD 2.3 ENGINE

£250, Open to offers, And 4 speed gearbox as removed from Cortina, was running, been in storage several years, includes distributor, carb, clutch, steering pump 01945 870854, Cambridgeshire

FORD ECOBOOST INDUCTION KITS



£75, Open to offers, Liberate your Fiesta's potential. Up to 8bhp increase. Suit from 2009 to 2020. Offered at a third of original cost. Pleasing thrum. With all hardware. Price each 07544 315456, 01275 818552, North Somerset

FORD KA BREAKING

£200, ono, 2002, Enduro engine unit fitted, excellent runner, MoT failure, complete except back mirror, 630000 mls, 2 keys, dulingo 2ltr HDi cylinder head complete with valves and camshaft 01262 488672, East Yorkshire

FORD METAL SUN VISORS



£250, each, To fit Pop 1000E, Consul Mk1, Zodiac MK2, Austin A30-A35, Somerset A40, Austin Cambridge, all visors are in primer and have fitting clips 07792 410094, West Yorkshire

FORD MK1 CORTINA PARTS



£80, Set of four steel wheels, tyres hold air but perished. 01371 821024, 07860 314374, Essex

FORD PARTS

E93A pop steering box column wheel (broken), no play £200. Wheels X4, 16 inch & 17 £40. Cortina distributors X2, one GT with cap £65. Escort Mk1 bits, dizzy, bonnet cable, screen wash jets £100 01209 820056, Cornwall

FORD RADIATORS

£60, each, NOS boxed FD995, Escort 1.6, 1.8, 1.8D91 on 1.8TD, 1.4, 1.6 93 on. FD 1013 Mondeo 1.6, 1.8, 2.0 AC 93 on, FD35 Sierra 1.6 83 on. Price includes delivery 01225 764842, Wiltshire

FORD V8 ENGINE 1940



£1,200, Ford V8 engine. 21 stud 90hp type. Unmolested and still in its original colour paint. 07974 644023, Yorkshire

FORD WHEELS



£150, ono, 4 Ford 14" wheels with good tyres 01938 552817, Powys

FORD Y-ANGLIA PARTS

Block standard size, 2 cranks standard, 2 flywheels, 2 clutches, 1 cyl head, manifold, carby, valves, 2 camshafts, 8 pistons, 2 front springs, 2 rear springs, pre-war 1937 01691 770826, 07484 678210, Shropshire

FRONT SPRINGS



£75, Front springs and top mounts to fit 1986 1.6 Capri laser in good condition, price for pair, buyer collects 01371 821024, 07860 314374, Essex

HARLEY DAVIDSON SPORTSTER MODULE COVER



£15, Black never fitted, no fixing screws with this cover, can post no problem. 07501 084121, Hook

HILLMAN



£145, Including P&P, Pre war Hillman grille, complete with badge and mascot and chrome trim. No rot or damage. A rare item. 01872 575140, 01872 575140, Cornwall

HILLMAN MINX PARTS LIST

£40, Issued May 1960 part number 6600783 covering series 1, 2, 3 and 3a outstanding condition, as new, can't believe it has ever been used, you won't find a better copy 01209 890362, Cornwall

JAGUAR 3.8 MK2 REBUILT UNLEADED ENGINE



£7,950, ono, Powermax, pistons, all new, internals bronze guides, polished alloy, matching ancillaries, high compression + oil pressure, by Jag specialists, sprayed/balanced, runs, tuned to fit, online video 07840 400569, Bristol

JAGUAR AND DAIMLER XJ6 S 1/2/3

Full width black trimmed padded dashtop for sale, perfect, no splits, £125, many other XJ6 series 1/2/3 spares for sale also V5c, for some cars and mark 2 Jag and Daimler, V5c's, call for details 07840 400569, Bristol

JAGUAR COMPLETE ENGINE

4.2, series 1 XJ6, 1970, never machined, still turns, fires, £600. Matching 'twin' carbs & manifolds £150. Needs a flywheel & top, timing cover. Matching V5c, history, overdrive/manual gearbox £750 07840 400569, Bristol

JAGUAR XJ6 X300 PARTS

Black, 1997, rolling shell, axle and f/subframe intact, stripping early Feb £200 ono. Number plate retention paid XJ1-5223 £400 ono. Or swap for any BMW E30 facelift bits 07926 390082, Middlesex

JAGUAR/DAIMLER PARTS

Grilles for Series 1/2/3/XJ6 Daimler, 2 types, perfect, £75 each. Plus very rare series 1 & Jaguar XJ6 spares available, lots more please call 07840 400569, Bristol

LAND ROVER DISCOVERY TDI

Diesel E.S. Cylinder head & turbo, complete & perfect, to bolt on etc, no damage £250. Grey leather 7 seat trim available, all perfect, small repair in driver's piping only £400 ono 07840 400569, Bristol

LAND ROVER SERIES 2/3 ORIGINAL REAR LIGHT QUARTER CAPPING ETC

Series 2/3 original rear light quarter capping £25. Air cleaner mounting/battery bracket £25. Headlamp shrouds £20 pair. Throttle pedal/link Rod £15. Defender fibreglass radiator cover £10. Hand brake lever £10 07968 048762, Worcestershire

LANDROVER SERIES PARTS

£25, I have a 2A galvanised grille, a free wheel front hub and an axle bump stop (new). All 3 parts for £25 will post. 01376 343559, Essex

LEYLAND W/SHOP MANUAL

£85, Plus P&P, For Comet models 1959 to 1964. Complete & in good condition. 01580 211376, Kent

LOTUS ELAN GEARBOX

£400, Lotus Elan gearbox. Kept as a spare for my own cars in the 1970s. I have looked inside and it looks in fine condition. 07974 644023, Yorkshire

LOTUS ELAN GEARBOX

£250, Lotus gearbox 1970s. I have looked inside and the first gear has a chipped tooth. Turns smoothly. Suitable for a rebuild. 07974 644023, Yorkshire

LUCAS 608 MIRROR

£150, Plus P&P, original, rare, plus £5 post tel/txt 07980-105313 Derbyshire

LUCAS INDICATOR SWITCH NO 34432



£25, Lucas new indicator switch no 34432 suitable for some B/L cars. Can post at cost, call text whats app for details. 35387 6820270, Ireland

LUCAS KF2 MAGNETO



£240, Including P&P, will fit Triumph, BSA, Norton, AJS, Matchless, British twin cylinder Motorcycles gives out a great spark ready to fit. 0161 2875845, Manchester

LUMAX VINTAGE LAMP 12 VOLT



£20, Including P&P, with rectangular stainless body in good working order. 0161 2875845, manchester

MAZDA MAXS PARTS

£450, ono, Phoenix 2002. Leather seat - door panels in Sienna brown - perfect condition. Phoenix mats, brand new, 2 x phoenix wheels 07758 817489, North London

MAZDA MX 5 MK1

£325, 1993 model. Mine 13 years. Tree fell across doors and boot area. Many usable parts survive. Engine was rough beforehand. Good wheels and tyres. Will break or £325 the lot. Buyer collects. 07980 978075, Bristol

MERCEDES PAGODA SL

Front/rear bumpers (original, viscous coupling, Front grille assembly (excellent condition). Outer door handles, c/w keys, pads. Speedo head (guaranteed), Fuel gauge (unused). Grille circle star 01773 835462, Derbys

METAL SUNVISOR



To fit Zepher, Zodiac, Consul, MK2, all fittings, can post, £250 plus £25 post 07792 410094, West Yorkshire

MG BGT PART



£145, Rubber bumper carbs on inlet manifold, in excellent condition, please call before 9pm 01939 235734, Shropshire

MG BGT SERVO UNIT



£135, Removed from a rubber MGBGT working perfectly when removed, please call before 9pm 01939 235734, Shropshire

MG GEARBOX



£125, Non overdrive removed from 1968 MGB GT working perfectly when removed, please call before 9pm 01939 235734, Shropshire

MG METRO PARTS 1300

£300, Big valve. Complete. Cylinder head, built up, perfect, including original factory inlet & exhaust manifolds & Rover big S.U carburetor & heat shield, low miles perfect all Rover original items 07840 400569, Bristol

MG PARTS

MG TC fuel tank in stainless steel, new unused, £300. MG K-3 stainless steel petrol tank with extension, may suit K3 or historic racer £300 07464 833215, Derby

MG REAR LIGHTS



£45, BGT Series 1/2 pair rear lights in v/good condition, please call before 9pm 01939 235734, Shropshire

MGA STEERING WHEEL



£175, Plus P&P, complete with centre badge. All original. Not a reproduction. Good condition generally. A little paint on the centre boss needed. Rim and chrome good. 40 year garage clearance. 07968 530890, Lancashire

MGB NEW INDICATOR/SIDE LIGHT 'BULLET' MIRROR.MGZR REAR BUMPER

MGB new front indicator & side light lenses with chrome ring £15. Spare ring £5. New 'Bullet' polished right hand door mirror assembly with gasket £40. MGB s/h chrome bumper £40. MGZR dark blue rear bumper £35 07968 048762, Worcestershire

MGB ROADSTER PARTS

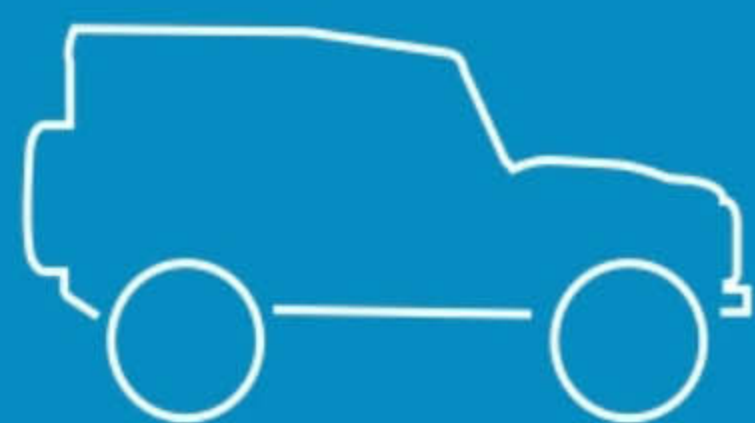
1967, shell scrapped, most parts available, plus red works hardtop, please call for more information 01332 793191, Derby

MGB ROLLOVER BAR

£50, MGB twin hoop rollover bar together with 2 sets of harnesses, all as new, buyer collects or arranges courier, please call 07712 184028, Leeds

MGB SEATS

£100, Good condition, deck chair seats, grey and black striped 07526 010754, Essex



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MIDGET/MGB PARTS

MGB 1978 master cylinder clutch, brand new £40, slotted wood rim steering wheel £30 01283 337625, 07849 853044, Derbyshire

MINI MK1 NEW REAR SHOCK



£10, Mk1 mini new rear shock. Can post at cost call text whats app for details. 35387 6820270, Ireland

MINI WORKSHOP MANUAL

£12, Including P&P, for 1969 to 1994 to cover 848cc998cc 1098cc 1275cc vgc clean condition . free post to mainland uk. 01376 343559, Essex

MORRIS MINOR TRAVELLER PARTS



Manual, 1959, blue. Various parts available, please ring for full details 07928 299871, Nottinghamshire

MORRIS MINOR TYRES



£60, 4 Michelin tyres 145x14 very good condition, please call before 9pm 01939 235734, Shropshire

MORRIS MINOR WHEELS



£120, 5 steel wheels, stripped to bare metal and sprayed in silver wheel paint, in excellent condition, please call before 9pm 01939 235734, Shropshire

MOTOR MOVERS



£40 for the pair. 07831 329220, Ashford, Middlesex

PAGODA SL

Tonneau cover, sill mouldings, chrome, alloy body mouldings, 'B' pillar chrome caps. 230SL (M127 eng) cam shaft, pedestal, gear. Front grille assembly (exc cond). Ivory s/wheel. Headlamp glasses. 01773 835462, Derbyshire

PARTS, UNUSED STOCK

Call for price(s). Large stock of 1970 to 1990 car parts, various models,makes. No body parts. All unused garage stock, original boxes.ring for details. Offers, job lot. 01978 810393, 07738 551900, Wrexham

PETROL CAN



£25, Plus P&P, 1 gallon petrol can with funnel. 07831 329220, 07831 329220, Ashford, Middlesex

PETROL PUMP

£175, 1930's Bowers hand cranked petrol pump, needs a paint. 01245 420168, Essex

RADIOS

Loads of radios 90+, 80s to 2000, CD changers, wiring blocks, CD internals, arials etc. From £10-£40 inc. 80s/90s Ford radios with equalisers x2 £75 per pair. Please call to see if I have one for you 07926 390082, Middlesex

RAYDYOT RV10 REVERSE LAMP



£20, Raydyot RV10 Reverse Lamp Original from 1960s Clamp-On Type NOS. Couple cracks on edge of lens, a little corrosion on screw heads. Continuity reads good. Rare and presents well. Free Post to UK 01872 510677, 07734 532198, Cornwall

REAR WINDOW WIPER KIT

£65, Plus P&P, Complete boxed PACET 12 volt kit for retro fitting. 01580 211376, Kent

RENAULT FIVE MK2 WINGS

£150, Renault five MK2 pair of new front wings, please call 07983 436084, Nottinghamshire

RENAULT TRAFIC LAMP

£15, Plus P&P, R/N/side rear lamp, assembly brand new still boxed 2002/2010 07860 469764, Worthing

REV COUNTER



£80, ono, MGB GT Smiths 0-7000 rpm rev counter, negative earth in very good condition. Pair brand new, unused, Crosland 833 air cleaner elements 0115 9385003, Nottinghamshire

ROVER P4 GLASS WINDSCREEN WASHER BOTTLE

£95, Including P&P, very rare real glass, 07980 105313, Derbyshire

ROVER P4 PARTS

£125, Plus P&P, x4 Rover P4 110 full wheel trims, stainless steel, rare now, plus £15 p/p tel/txt 07980 105313, Derbyshire

ROVER P4 STEERING WHEEL



£225, Original, in excellent condition, bargain price, please call 07704 250258, Staffordshire

ROVER P4 TOOLKIT IN TRAY

£150, Plus P&P, very nice, rare, plus £15 p/p 07980 105313, Derbyshire

ROVER P6 ORIGINAL WORKSHOP MANUAL ETC.ROVER 200(R8) REAR SCREEN

2000 & 2200 original 'Repair Operation Manual'£30.Original handbooks£10each.P6 s/s door mirror glass housing only£20.Bonnet badge £25. New mirror stem £10. Rear R8 new rear screen £45. New frt brake disc £10 07968 048762, Worcestershire

ROVER/METRO 100 ENGINE



£150, Open to offers, 1.4 diesel engine, gearbox, drive shafts, diesel pump, starter motor, 78000 mls used condition, collection only 01375 376863, Essex

SINGER 4AB BUMPER BARS

£50, Singer 4AB bumper bars. £50 each 07974 644023, Yorkshire

SINGER 4AB STEERING COLUMN

£120, Singer 4AB steering column and box. Unmolested and smooth running. 07974 644023, Yorkshire

STROMBURG CARBURETTOR



£50, For Volvo Amazon 140 and 240 models and possibly others, god condition but may need refurbishing 07769 715376, Stoke on Trent

SUNBEAM RAPIER BREAKING FOR PARTS

43,000 mls from new, offroad many years, 1960 01597 851539, Wales

THREE PHASE BENCH GRINDER ON STAND

£50, Bench grinder,free standing on a sturdy enclosed metal frame. Twin grinding stones approx. 140mm diameter by 25mm. Belt driven by a 1/2 HP 3 phase electric motor. Good working order 07968 048762, Worcestershire

TRIUMPH 2000 PARTS

Roadster & saloon parts, many items available, please call for details 01453 548037, 07773 356867, Gloucestershire

PARTS

car parts unused still in box unused. 01978 810393, 07738 551900, Wrexham

TYRES

£150, BF Goodrich 820/15 2 off. Firestone 820/15 4 off (unused). Cooper P235/75R 15 (narrow whitewall) 3 off. For sale as one batch, all with good tread, buyer collects 0118 9787306, Berkshire

VARIOUS

Austin Healey 3000 twin carburettor manifold, fun twin s.u carbs, casting aluminium No AEC 957, vapor blasted, £300, V5C and history for MK1 3000 and MK 2A both RHD, big Healey for sale separately 07840 400569, Bristol

VARIOUS

Lucas Athlete horn 6v off my Gold star 1957 approx £165 ono, Smiths car clock 12v 2" needs tweek £25. Austin Mini hubcaps x 4, fair condition £65. Can post at cost 01208 863590, Cornwall

VARIOUS

Mini medium small car rollover jig £75. 12 inch Minilite alloy wheels, good condition, suit Mini etc. 4 brand new tyres, 145-70-12 £120 ovno 07484 023000, 01622 820123, Kent

VARIOUS

Plus P&P, Volvo 340 water pump and hoses excellent £40. Paddy Hopkirk gutter fix roof rack £40. Rover P4 wheel boss £25 (wood/leather) 07902 656157, Staffordshire

VARIOUS

Front seats for Mk1 Corsa, set of door mirrors plus passenger door, all good. Set of Mini wheels with trims tyres. Vacuum tank for 100E. Escort Mk1 engine and g/ box 0161 7611002, Bury

VARIOUS

Plus P&P, Boxford Junior lathe single phase, 3 jaw chuck & face plate complete with tools £350. Norton Dommi con rods 600-650-750 polished alloy £50 pair. MGA rev counter head £50. Morris/Mini speedo head £20 0131 3332725, Scotland

VARIOUS HAYNES MANUALS

£5, Including P&P, Various Haynes manuals inc Alfasud, Hillman Hunter, Datsun Sunny, 120Y, Renault 20, Rover 820, Princess, Audi 100, Volvo 240, Talbot Horizon amongst others. Open to offers on each or all 07711 096571, East Sussex

VAUXHALL CAVALIER MK2 PARTS

Open to offers, Including bonnet, suspension gaskets filters, ignition parts etc. Please call 0117 9719944, Bristol

VINTAGE SPARK PLUGS (5)

£85, Plus P&P, Including:Pognon,Lodge,KLG etc.Collectors items.To clear as retired. 01580 211376, Kent

VINTAGE STYLE 6V HORN

£13, Including P&P, ideal for a vintage motorcycle or car in like new condition with a loud tone and mounting bracket. 0161 2875845, Manchester

TYRE PRESSURE GAUGE



£10, Including P&P, old school dial type gauge tested and OK. 0161 2875845, Manchester

VINYL SEAT COVERS

£140, For Morris Minor 1000 Traveller (1968-1971), full set of vinyl seat covers in original BMC porcelain green all in excellent condition, carefully removed jsut needs fitting, instructions supplied 07941 044579, 01692 406703, Norfolk

VOLVO 740/940 TOWING AIDS

£40, two rear springs with assisters and two good rear shocks for Volvo, towing, vgc. Will post01376 343559, Essex

VOLVO WHEEL TRIMS

£40, 4x121 Amazon, in good condition, used no rust, p&p £8 if needed £50 01803 850097, Devon

VW ENGINE

Golf 1.8 engine, in good condition, Mk3. 07510 17171, Bristol

VW SPLITSREEN PARTS

£20, Left headlight glass, fish eye indicator lenses, 4 hub caps. Price for the lot, buyer collects 01253 695991, Lancashire

WANTED

AA LAPEL BADGE

Wanted. AA lapel/buttonhole badge approx 1" 2cm mint 029 20790233, Cardiff

CAR AND MOTORCYCLE PARTS

Wanted. Car & motorcycle parts, used & NOS. Instruments, lighting, switches, electrical, accessories, mirrors, etc. any other parts from 1900 - late 70's. Good price paid and prompt collection from anywhere. 07788 961514,

FUEL FUNNEL

Wanted. Pre 1920s very large fuel funnel. These are usually round in shape and probably at least 12 inches diameter. Good price paid. Will collect from anywhere. 07788 961514

GARAGES/WOKSHOPS CLEARED

Wanted. Garages, workshops & sheds cleared anywhere. Collections purchased. Vintage/Classic motorcycles wanted. Good price paid, prompt removal. Considerate assistance given with deceased estate. 07788 961514

HARVEY FROST TYRE CHANGER

Wanted. Harvey Frost 1930s tyre changer wanted for a garage display. The one I'm looking for has a round cast iron base with cast in raised words. Will collect from anywhere 07788 961514

MINI PARTS WANTED

Wanted. Any 1960s Mini Mk.1 and 2 parts wanted. Good prices paid and prompt collection from anywhere. 07788 961514, Halstead

OLD PETROL PUMP

Wanted. Old filling station petrol pumps for restoration. Anything considered. Will collect from anywhere. Good price paid and prompt collection. 07788 961514

SEATS WANTED

Wanted. Pair of seats to suit Edwardian period car. What do you have? Good price paid and prompt collection from anywhere. 07788 961514

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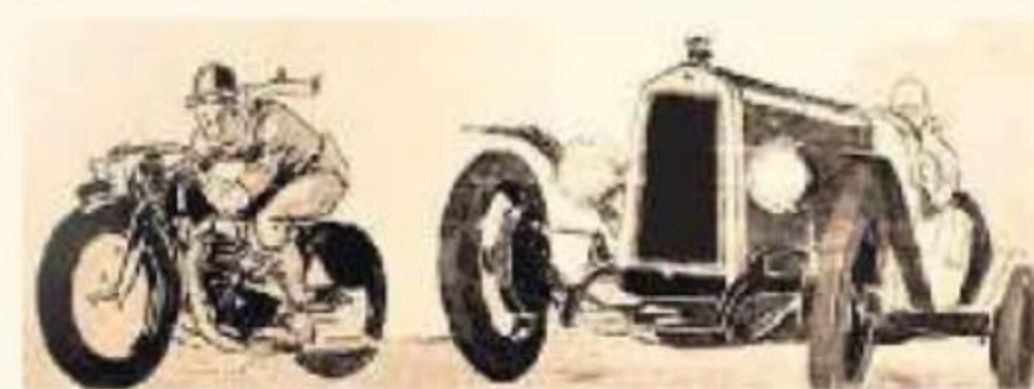
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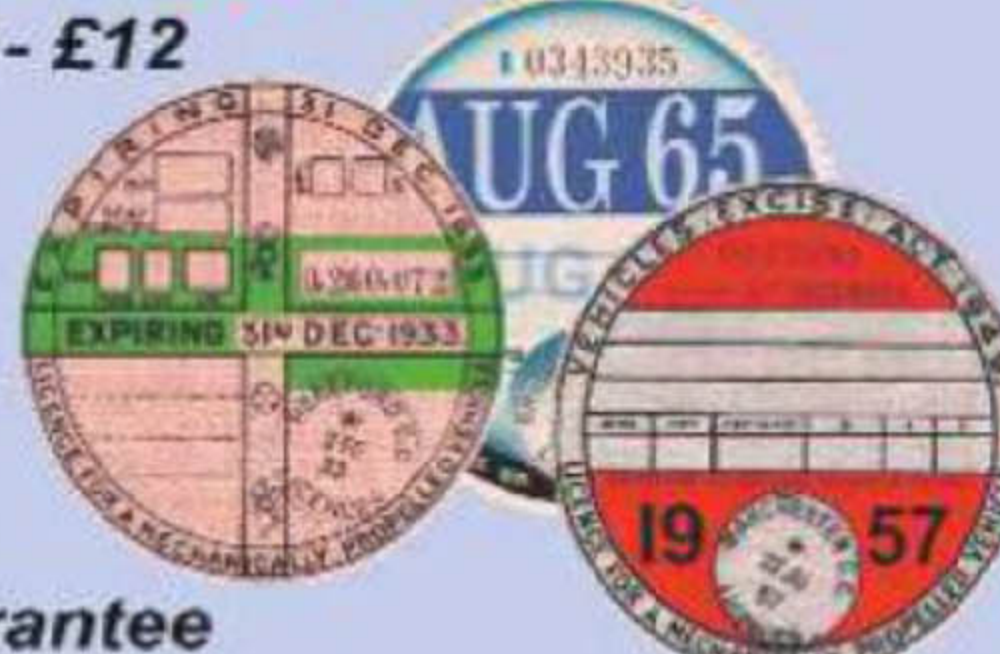
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THE WAY WE WERE

SPRING 1986

CALAIS, HAUTS-DE-FRANCE, FRANCE

As Britain leaves the EU, here are some classics trying to get back from Calais. Passports at the ready...

Whatever happens now that we're about to exit the EU, one thing unlikely to change is the queues at ferry ports. But as with many things associated with Brexit, nobody really knows how it's going to play out.

One thing for certain, though, is that the traffic build-up is unlikely to be as interesting as it is in this view, unless it's around Le Mans time.

We've taken a quick trip over the sea this time to the port of Calais. Although if it weren't for the roll-on-roll-off gantry signs identifying the place, you'd be hard-pressed to tell, given that most of the vehicles here seem to be British-registered.

We start with an R107 Mercedes-Benz SL snugly fitted with a removable hard-top against any stiff sea breezes. We can see its steering wheel on the left, so it probably belongs to a visitor to the UK. The alloy wheels suggest an Eighties version. The wheels on the next car allow us to date it almost exactly; it's Pininfarina's Spidereuropa continuation of the Fiat 124 Sport Spider, built from 1981 to 1985 after Fiat ceased production. With those alloys, this is likely to be a 1985 example, so close to brand-new here.

The next car may be French in origin, but the reflective yellow numberplate and GB sticker identify it as belonging to Francophiles who've decided to take their 2CV6 back to its homeland. 'Tin Snail' manufacture continued in France until 1988, so it would probably have mingled with many of its siblings.

A Vauxhall Cavalier Mk1 is adjacent, although it could be an Opel Ascona – we'd have to see the nose to make sure. Definitely German, though, is the Mercedes-Benz W123, with a hint of white rear numberplate pinning its country or ownership down. The driver's door mustn't be closed properly;

'There's plenty of room for booze in the back of that black Volvo 240 estate ahead'

BIG BOOZE LOAD-LUGGER

RICHARD GUNN

Joined *Classic Car Weekly* in 2000. Now freelance, but has always maintained a connection with the newspaper that started his career.

Mercedes' build quality wouldn't have allowed a panel gap like that back then.

Getting closer to the Townsend Thoresen booth (a name that would disappear a couple of years after this shot, following the *Herald of Free Enterprise* disaster), there's a UK Ford Orion and an Austin Metro, possibly a Vanden Plas version given that it seems to have some extra brightwork. A second-generation Vauxhall Cavalier is being dwarfed by the black Volvo 240 estate ahead; plenty of room for cheap booze in the back of that.

Following another Vauxhall Cavalier and a Saab 900 four-door saloon, there's a Citroën CX Safari estate. Between that, the aforementioned 240 estate a few cars behind it, and the one in the adjacent line, the hypermarket shelves of Calais must have been completely stripped bare.

Other identifiable vehicles include the Talbot Samba, BMW 3 Series, a Citroën CX in the neighbouring row and the first-generation Range Rover behind the caravan, which has presumably been shepherded that way because it's going to take up quite a bit of room on the ship with its trailer. Meanwhile, that's a Ford Sierra parked first in line over by the Sealink kiosk.

The wall over by the concrete towers – does anybody know what they were for, by the way? They no longer seem to exist on modern maps – seems to be a congregation area for Citroën Visas. And just look at the approach ramp sweeping down on the left of the photo – it's quite the parade of first-generation small European hatchbacks, with a Volkswagen Golf Mk1 leading a Seventies Fiat 127, a Renault 5, another 127, and an Austin Metro down to the assembly point.

Talk about a European union...

NAME CHANGE

When Pininfarina badged the Spider under its name, rather than as a Fiat, it was the Azzura in the US and Spidereuropa in Europe.

LEASE OF LIFE

Although production of the 2CV ceased in France in 1988, it then re-started in Portugal for another two years, until 1990.



CAR OF 1986 LAMBORGHINI LM002

Lamborghini may have been one of the more demented of supercar manufacturers (at least before Volkswagen tamed it) but what it came up with in 1986 was little short of utterly crazy, even by its own standards. Because the LM002 wasn't a supercar – it was a supertruck.

The strikingly utilitarian/ugly (delete according to viewpoint) 'Rambo Lambo' featured a 5.2-litre Countach V12 engine mated to a four-wheel-drive system which Lamborghini then dropped into an angular body that Lego would have been proud of. There was the option of a 600bhp 7.2-litre marine V12, too, just in case the Countach's standard 444bhp didn't quite float your boat.

The LM002 (the letters stood for 'Lamborghini Militaria', by the way –



the company hoped for orders from the armed forces) ran to 328 examples up until 1993. Now, of course, luxury

high-performance off-road SUVs are everywhere, so it was certainly pioneering. If utterly mad.

DOUBLE YOU

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THE WAY WE WERE: VOLUME 4

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Technical guru Fuzz Townshend
Editor-at-large Nick Larkin

CONTRIBUTORS

Nathan Chadwick, Grant Ford, Theo Ford-Sagers, Richard Gunn, Richard Hudson-Evans, Chris Randall, Russ Smith, Dale Vinten

MANAGEMENT

Managing Director - Automotive Niall Clarkson
Editorial Director June Smith-Sheppard
Commercial Director Kelly Millis
Chief Financial Officer Lisa Hayden
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LOSE YOURSELF IN 1986



LONG WAR, QUICK PEACE

Britain and the Netherlands signed a peace treaty in April, ending one of the longest wars ever. Don't worry, if you hadn't realised that we'd been at each other's throats for 335 years, because not many other people had, either.

The 'conflict' broke out in April 1651 during the English Civil War, when the Royalist

Navy fled to the Isles of Scilly and started taking pot shots at passing Dutch merchant ships. Unsurprisingly, the Netherlands were a bit cheesed off about this and declared war, specifically on the Scilly Isles.

The English Civil War ended soon afterwards before any Netherlands-versus-England kerfuffle could kick off. The trouble was, nobody declared peace, and it wasn't until 1986 that someone realised that we were still technically at war.

The Dutch ambassador promptly ended hostilities, quipping that it must have been horrifying for the Scillonians 'to know we could have attacked at any moment'.

THE ROAD TO HELL

Prime Minister Margaret Thatcher officially opened the M25 in its entirety during October, thus launching the road we all love to hate.

The idea of a circular route around London was first mooted in 1913, but concrete (if you'll pardon the pun) plans only materialised with the 1966 decision to build four 'Ringways'. By 1975, it just seemed a better idea to build a full orbital motorway in sections and link it all together.

For example, the section between South Mimms and Potters Bar (junctions 23-24) opened in 1975 and was going to be called the M16.

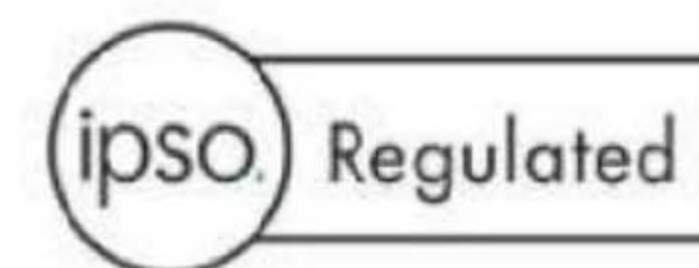


By the time the whole 117 miles came together, it had cost more than £1 billion.

Congestion soon saw the M25 dubbed 'Britain's biggest

car park'. Chris Rea famously wrote the song *The Road to Hell* about it in 1989.

It's fair to say that it wasn't a loving tribute.



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